

Index to Lyman List of Wooden Steam Schooners 1884-1924 (corrected 11/88)

This index refers to the Pacific Coast Wooden Steam Schooners 1884-1924 as listed by John Lyman in The Marine Digest from April 3, 1943 to December 25, 1943.

| <u>Vessel Name</u> | <u>Launched</u> | <u>Page #</u> |
|--------------------|-----------------|---------------|
| A.M. SIMPSON | 1911 | 14 |
| ABERDEEN | 1899 | 6 |
| ACME | 1901 | 8 |
| ALBION | 1892 | 4 |
| ALBION RIVER | 1902 | 8 |
| ALCATRAZ | 1887 | 3 |
| ALCAZAR | 1887 | 3 |
| ALICE BLANCHARD | 1890 | 4 |
| ALICE GERTHUDE | 1898 | 5, 7 |
| ALLIANCE | 1896 | 23 |
| ALOHA | 1898 | 5 |
| ANNE HANIFY | 1919 | 21 |
| ARTIC | 1901 | 8 |
| AURELIA | 1902 | 9, 23 |
| AVALON | 1912 | 16 |
| BANDON | 1907 | 13 |
| BEE | 1904 | 10 |
| BEE | 1907 | 13 |
| BERKELEY | 1906 | 12, 23 |
| BOWDOIN | 1907 | 13 |
| BROOKLYN | 1901 | 8 |
| BRUNSWICK | 1898 | 5 |
| C.A. SMITH | 1917 | 19 |
| C.G. WHITE | 1884 | 3 |
| C.H. WHEELER | 1900 | 6 |
| CAPASTRANO | 1907 | 13 |
| CARLOS | 1908 | 14 |
| CARMEL | 1906 | 12 |
| CASCADE | 1904 | 10 |
| CASCO | 1906 | 12 |
| CASPAR | 1888 | 4 |
| CELIA | 1884 | 3 |
| CELILO | 1913 | 16 |
| CENTRALIA | 1902 | 9 |
| CHARLES NELSON | 1898 | 5, 23 |
| CHELALIS | 1901 | 8 |
| CLALLAM | 1903 | 10, 23 |
| CLAREMONT | 1907 | 13 |
| CLAREMONT | 1917 | 19 |
| CLEONE | 1887 | 3 |
| COASTER | 1905 | 11 |
| COQUILIE RIVER | 1896 | 5 |
| CORNELL | 1905 | 11 |
| CORONADO | 1900 | 6, 23 |

| <u>Vessel Name</u> | <u>Launched</u> | <u>Page #</u> |
|--------------------|-----------------|---------------|
| COSMOPOLIS | 1887 | 3 |
| DAISY | 1907 | 13 |
| DAISY | 1908 | 14 |
| DAISY FREEMAN | 1906 | 12, 23 |
| DAISY GADSBY | 1911 | 14 |
| DAISY GRAY | 1923 | 23 |
| DAISY MATTHEWS | 1916 | 18 |
| DAISY MITCHELL | 1905 | 11 |
| DAISY PUTNAME | 1913 | 17 |
| DAVENPORT | 1912 | 16 |
| DEL NORTEE | 1888 | 4 |
| DEL NORTE | 1890 | 4 |
| DELHI | 1906 | 12 |
| DESPATCH | 1899 | 6 |
| DIRIGO | 1898 | 5 |
| DORIS | 1908 | 14 |
| EDNA CHRISTENSON | 1917 | 21 |
| ELIZABETH | 1903 | 10, 23 |
| ELIZABETH J. ROLPH | 1924 | 22 |
| EMILY | 1887 | 3 |
| ERNEST H. MEYER | 1917 | 21, 23 |
| ESTHER JOHNSON | 1923 | 23 |
| EUREKA | 1900 | 6, 23 |
| EVERETT | 1919 | 23 |
| EXCELSIOR | 1898 | 5 |
| F.A. KIRLBURN | 1904 | 10 |
| F.S. LOOP | 1907 | 13 |
| FAIRHAVEN | 1908 | 14 |
| FARALLON | 1888 | 4 |
| FIFIELD | 1908 | 14 |
| FLAVEL | 1917 | 19 |
| FLORENCE OLSON | 1917 | 21 |
| FOREST KING | 1919 | 23 |
| FORT BRAGG | 1910 | 14 |
| FRANK D. STOUT | 1917 | 21, 23 |
| FRED BAXTER | 1917 | 19 |
| FULTON | 1898 | 5 |
| G.C. LINDAUER | 1901 | 8 |
| GRACE DOLLAR | 1898 | 5, 23 |
| GRAYS HARBOR | 1907 | 13 |
| GREENWOOD | 1886 | 3 |
| GUALALA | 1901 | 8, 23 |
| H.B. LOVEJOY | 1918 | 23, 21 |
| HALCO | 1917 | 21 |
| HAROLD DOLLAR | 1904 | 10 |
| HARTWOOD | 1916 | 20 |
| HELEN P. DREW | 1904 | 10 |
| HELENE | 1906 | 12 |
| HOMER | 1891 | 4 |
| HOQUIAM | 1906 | 12 |
| HORACE X. BAXTER | 1917 | 21 |
| HORNET | 1906 | 12 |
| HUENEME | 1897 | 5 |
| IAQUA | 1900 | 6 |
| IDAHO | 1916 | 20 |

| <u>Vessel Name</u> | <u>Launched</u> | <u>Page #</u> |
|--------------------|-----------------|---------------|
| J.J. LOGGIE | 1908 | 14 |
| J. MARHOFFER | 1907 | 13 |
| JAMES H. ROLPH | 1925 | 23 |
| JAMES H. HIGGINS | 1903 | 10 |
| JEWEL | 1888 | 4 |
| JIM BUTLER | 1906 | 12 |
| JOHAN POULSEN | 1905 | 11, 23 |
| JOHANNA SMITH | 1917 | 21 |
| JOHN S. KIMBALL | 1900 | 6 |
| JULIA H. RAY | 1884 | 3 |
| KATHERINE | 1908 | 14 |
| KATIA | 1918 | 23 |
| KLAMATH | 1909 | 14 |
| LAGUNA | 1885 | 3 |
| LAKME | 1888 | 4 |
| LASSEN | 1917 | 21 |
| LUCINDA HANIFY | 1917 | 21 |
| LUELLA | 1898 | 5 |
| MAJESTIC | 1908 | 14 |
| MANDALAY | 1900 | 6 |
| MARSHFIELD | 1901 | 8, 23 |
| MARY OLSON | 1913 | 17, 23 |
| MAYFAIR | 1905 | 11 |
| MENDOCINO | 1888 | 4, 23 |
| MERCED | 1913 | 17 |
| MICHIGAN | 1888 | 4 |
| MULKILTEO | 1915 | 20, 23 |
| MULTNOMAH | 1912 | 16, 23 |
| NATIONAL CITY | 1888 | 4 |
| NAVARRO | 1887 | 3 |
| NECANICUM | 1912 | 23 |
| NEHALEM | 1910 | 14 |
| NEWBURG | 1898 | 5 |
| NEWSBOY | 1888 | 4 |
| NOME CITY | 1900 | 6, 23 |
| NORTH FORK | 1888 | 4 |
| NORTHLAND | 1904 | 10, 23 |
| NORWOOD | 1904 | 10 |
| NOYO | 1887 | 3 |
| O.M. CLARK | 1913 | 17 |
| OAKLAND | 1905 | 11 |
| OLYMPIC | 1901 | 8 |
| PREGON | 1916 | 20 |
| PACIFIC | 1919 | 23 |
| PASADENA | 1887 | 3 |
| PHYLLIS | 1917 | 21 |
| POINT ARENA | 1887 | 3 |
| POINT LOMA | 1888 | 4 |
| POMO | 1903 | 10 |
| PORT ANGELES | 1916 | 20, 23 |
| PRENTISS | 1902 | 9 |
| PROTECTION | 1888 | 4 |
| QUINAULT | 1906 | 12 |
| QUINAULT | 1921 | 23 |
| R.D. INMAN | 1907 | 13, 23 |

| <u>Vessel Name</u> | <u>Launched</u> | <u>Page #</u> |
|--------------------|-----------------|---------------|
| VIKING | 1919 | 23 |
| VIRGINIA OLSON | 1917 | 22, 20 |
| W.H. KRUGER | 1899 | 6 |
| WAHKEENA | 1916 | 20 |
| WAPAMA | 1915 | 20 |
| WASHCALORE | 1906 | 12 |
| WASHINGTON | 1906 | 12 |
| WASP | 1905 | 11 |
| WELLESLEY | 1907 | 13 |
| WEOTT | 1893 | 5, 23 |
| WEST COAST | 1885 | 3, 23 |
| WESTPORT | 1888 | 4 |
| WHITEBORO | 1886 | 3 |
| WILLAMETTE | 1911 | 15 |
| WILLAPA | 1908 | 14 |
| WILLIAM DONOVAN | 1919 | 23 |
| WILLIAM H. MURPHY | 1907 | 13 |
| WILLIE A HIGGINS | 1913 | 23 |
| WILMINGTON | 1913 | 17, 23 |
| YELLOWSTONE | 1907 | 13 |
| YOSEMITE | 1906 | 12 |

| <u>Vessel Name</u> | <u>Launched</u> | <u>Page #</u> |
|--------------------|-----------------|---------------|
| VIKING | 1919 | 23 |
| VIRGINIA OLSON | 1917 | 22, 20 |
| W.H. KRUGER | 1899 | 6 |
| WAHKEENA | 1916 | 20 |
| WAPAMA | 1915 | 20 |
| WASHCALORE | 1906 | 12 |
| WASHINGTON | 1906 | 12 |
| WASP | 1905 | 11 |
| WELLESLEY | 1907 | 13 |
| WEOTT | 1893 | 5, 23 |
| WEST COAST | 1885 | 3, 23 |
| WESTPORT | 1888 | 4 |
| WHITEBORO | 1886 | 3 |
| WILLAMETTE | 1911 | 15 |
| WILLAPA | 1908 | 14 |
| WILLIAM DONOVAN | 1919 | 23 |
| WILLIAM H. MURPHY | 1907 | 13 |
| WILLIE A HIGGINS | 1913 | 23 |
| WILMINGTON | 1913 | 17, 23 |
| YELLOWSTONE | 1907 | 13 |
| YOSEMITE | 1906 | 12 |

Pacific Coast Wooden Steam Schooners

1884 - 1924

By JOHN LYMAN

Maritime Research Society of San Diego

In continuation of the lists of vessels built and operated on the Pacific Coast, we now examine the wooden steam schooners.

This is a fitting time to take up the history of the wooden steam schooner, as only a few weeks ago the last of the few surviving examples were diverted into War work leaving the West Coast without coasting steamer service, for the first time in 90 years or so.

Nowadays the term "steam schooner" does not convey much more than that a given vessel is engaged in the coasting trade, chiefly carrying lumber, between West Coast ports, in contrast to "offshore" vessels, which run to Australia, South America or the East Coast; but in the 1880's the type was distinct enough to warrant special mention in the "Arrival and Departure" columns of seaport newspapers.

Several accounts of the origin and development of the steam schooner have already been printed, among which should be mentioned "Steam Schooner Sagas," by Jackson C. McNairn of San Francisco in the U. S. Naval Institute Proceedings for July, 1942, and the account by Hugh Delanty of Aberdeen, Washington, in Pacific Ports & Marine News of July, 1940. From the best evidence now available, it does not appear that there was any "first" steam schooner, but rather that the steam schooner of the Pacific lumber trade was one result of a fairly widespread attempt on both coasts of the United States around the year 1880 to apply small compound steam engines as auxiliary power to wooden sailing vessels. On the East Coast such vessels were operated successfully as whalers, and unsuccessfully as coasters; while on the West Coast, it appears that auxiliary vessels were tried as sealers and whalers, in the Hawaiian inter-island trade, and in the carrying of produce along the coast, before any attempt was made to carry lumber with them. In fact, lumber is such a cheap and imperishable cargo compared with whalebone, sealskin, fresh vegetables, or even sugar, that it was only the special conditions prevailing in the redwood region that at first made it possible to carry lumber by steam at all.

The early mill operators along the rugged coastline in the redwood country solved the problem of loading by mooring the vessel in as sheltered a spot as possible below a bluff and running the timbers one at a time down a chute

onto the tossing deck of the vessel below. Little two-masted schooners of just over 100 tons, carrying 125,000 feet of lumber were used in this trade, plying between the mills on the Mendocino coast and San Francisco during the '60's and '70's.

The first sizable steam schooners of which records can now be found appeared in 1884—the C. G. White, Julia H. Ray, Celia and Surprise. The best available evidence indicates that at least three of these vessels were not produced, as is usually now assumed, by adding an auxiliary engine to a sailing schooner; but that they were designed in the first place as low-powered steamers with a bald-headed sailing rig. It is possible that the Surprise could have been a converted sailing schooner; but on the other hand a photo of the launching of the C. G. White, which has been preserved in San Francisco, shows that she was launched with her engine already installed, and this seems to have been the case in all the other early examples.

It took a couple of years for the redwood mill operators to discover that steam schooners offered considerable improvement over sailing schooners under their special loading conditions. If a sailing schooner were caught by a storm at the unprotected chute landings, she might be either blown ashore or driven far out to sea and waste days getting back. The steam schooner, being more independent of wind, had less to fear from bad weather at the loading ports. Likewise, although there was usually a fair wind on the run down to San Francisco, the return trip northward was made against the prevailing Northwest trade, and here again the steam schooner was at an advantage.

The L. E. White Lumber Company of San Francisco is credited with being the first firm successfully to operate steam schooners in the redwood trade. In 1886 it built the Whitesboro and Greenwood, and these were followed shortly by the Alcatraz, Aleazar, and other larger steam schooners under the White ownership. In 1887 Kerckhoff & Cuzner of Los Angeles built the Pasadena to run to San Pedro. In that same year also the Cosmopolis was built for the Grays Harbor trade; but it appears to have been several years before others were successfully run to the Douglas fir country.

The earliest steam schooners were purely schooners in design,

having two or three-masted rigs, the engine amidships, a bowsprit with headsails, and an overhanging counter stern; but the builders shortly began to produce a type more suitable. The bowsprit was the first thing to go, it always being a nuisance when handling a powered vessel alongside a dock. At the same time the engine was moved right aft, as in the modern tanker, in order to permit the weight of engine and boilers to keep the propeller under water even when the vessel was empty of cargo. A two-masted rig was settled on as being most suitable, except for some of the smaller vessels which had only a single mast. The masts became more and more for supporting the cargo gear and less and less for sails, although not until about 1910 was sail given up entirely. In this later period a square sail was carried on the foremast and a trysail on the mainmast, so that they were, in effect, brigantine rigged. Ten years or so ago a pile of yards, evidently discarded many years before that, by steam schooners, could be seen at the Alameda plant of the General Engineering & Dry Dock Company. The jackstays on the yards giving evidence of their original use.

In the '90's, when steam schooners were built to load alongside wharves in Humboldt Bay and other ports farther north, the overhanging counter was given up in favor of a characteristic semi-cylindrical stern, rising above a heavy rubbing strake which ran from stem to stern at about the load waterline, and was the widest point of the hull. This design with engine aft was known as the "single ender" in contrast to the "double-ender" built later on, when the lumber capacity was increased to around a million feet. The "double enders" had their engines amidships, working two sets of cargo gear forward and one aft. They secured the necessary immersion when empty through fine under-water lines.

Like the contemporary West Coast sailing schooners the steam schooners sailed empty without ballast and carried over half their cargo on deck as deckload; like the sailing schooners they had a relatively shoal and beamy hull, and secured longitudinal strength through the use of tremendous keelson timbers. They were likewise heavily timbered on deck alongside the hatches.

Unfortunately, few first-hand accounts of life in steam schooners have been handed down to us, steamers generally being considered too commonplace for anyone to write of his experience in them. However, there are two brief bits on them in books otherwise devoted to sailing ship experiences. One is "On Pacific Frontiers," by Capt. Carl Rydell, published in 1924; the other, "There Go the Ships," by Capt. Rudolph Smale, published three years ago. Both tell of the redwood trade in the '90's and give

some idea of the demands on men and machinery that were made by owners in order to enable the steamers to pay their way against sailing vessels.

These early vessels worked cargo, loading or unloading, every day of the year except when laid up for repairs. The runs between San Francisco and the loading ports were made at night, taking around 12 hours. At the landing, the second mate and a boat's crew had to take out the mooring lines, fastened to buoys or ringbolts in outlying rocks, by which the vessel was hauled in to the loading position. One man then "rode the chute," operating a brake to check each piece of lumber as it slid down. The others in turn caught the pieces on deck as they left the chute and stowed them in their proper places. All hands in the deck department—even the captain at times—had to carry lumber. Parenthetically, it should be noted that the custom of the crew working cargo has continued in steam schooners right down to the present, although gangs of long-shoremen also come on board from shore to speed up the process.

Later on a method of loading somewhat easier than the chute came into general use, although perhaps it involved a little more capital outlay. A heavy wire cable was strung out from the landing, under which the vessel was moored, and the lumber was sent out in sling-loads of a couple of thousand feet on a traveller which rolled along the cable, controlled from a steam winch on shore. I understand that this method is still in use along the Mendocino coast. It has even been immortalized in literature, Robinson Jeffer's poem, "Thursoe's Landing," describing a loading wire at some length. The scene is laid not in the Mendocino country, however, but south of Monterey, where scattered redwood stands were logged off between 1900 and 1910.

(Continued next week)

BRAZIL WILL KEEP PAPER MONEY HOME

Brazil has banned the importation and exportation of its paper currency, and has ordered seizure of any in the possession of persons entering or leaving, according to the Department of Commerce. Persons leaving Brazil will be permitted to retain foreign paper currency when authorized by the Bank of Brazil. Persons arriving with foreign currency are required to declare the value and exchange it within 30 days. A permanent supervision and inspection service has been established.

There may be good Japs, but all evidence indicates the only good Jap is a dead Jap.

While better men fight and die, our "superior persons" dispute over winning the peace.

Pacific Coast Wooden Steam Schooners

1884 - 1924

By JOHN LYMAN

Maritime Research Society of San Diego

(Continued from last week)

We left a steam schooner loading under a chute. Loaded, the run to San Francisco was again made at night; cargo was unloaded and coal taken on inside of two days, and away went the vessel for her next cargo. The only opportunity the crew had to set foot on shore was the night in port between the two unloading days. Capt. Rydell records that they made the most of it; but that they generally broke down after a few years of this strenuous life.

As an inducement, of course, there was the high pay—Capt. Rydell got \$50 a month as a seaman in the steam schooner Navarro in 1889, and overtime at 50 cents an hour raised this to \$75 or \$80. The deep-water sailors at this period were paid \$10 to \$20 a month. The food likewise was good and plentiful. The early steam schooner custom of knocking off work for 15 minutes at 10 a. m. and 3 p. m. for coffee and a snack has been continued on West Coast vessels down to the present time. At one time steam schooners provisioned by the month according to a fixed scale, and what stores had not been eaten by the crew on the monthly provisioning date were given away to the bums of Howard Street when the new supplies came on board.

As already indicated, the first steam schooners were coal-burning; and although some early experiments were made in them with oil it was not until about 1905 that they came generally to use liquid fuel. They were as a group far ahead in this respect, however, of most other steam vessels of the world. Lacking the double bottom of steel vessels, they carried oil and water in tanks on deck. In engines, a gradual increase in horsepower parallels the increase in size and in lumber capacity, the early vessels mostly having compound engines and the majority of the later ones triple expansion. Quadruple expansion, turbines, twin screws, diesels, and other modern engineering refinements appear in only a few vessels.

Steam schooner building suffered in the hard times of the '90's, and between 1890 and 1897 only about 10 were launched, in contrast to the 35 or so completed from 1884 to 1889. In 1898 the impact of the Klondike boom on coast shipping is reflected in shipbuilding, and from 1898 to 1908 was the period of greatest devel-

opment in steam schooners. During these years, as already noted, oil fuel came into general use, and sails were given up. Changes were also introduced in the method of financing, which contributed enormously to the development. The early vessels had been owned on the old principle of 64 shares, which were taken up by the managing owner, his friends and business associates, the builder, the captain, and various ship-chandlers and others who might do business with the vessel. Shortly after 1900 corporate ownership became popular, each vessel under this system being incorporated as a single-ship company, and stock in the company instead of shares in the vessel being sold as before. Certain advantages in the matter of liability in collision accrue to this method, as the stockholders in the corporation are liable only to the extent of their invested capital. It encourages a wider basis of ownership, as small interests can be traded without the expensive necessity of taking out a new document at the Custom House for each change in ownership.

In this period also the steam schooner won out in the competition with the sailing schooner for the coasting lumber trade. The tremendous increase in lumber production on the West Coast after 1900 was largely brought about by the growing demand for lumber in booming Southern California. A large number of mill operators in Michigan, which was rapidly becoming logged out, but who had foresightedly invested in stands of Douglas fir and redwood, moved west, now that they had a market for their western holdings. The existing lumber fleet, sail and steam, of the West Coast, was unable to handle all the cargoes being offered. The new mill operators, mostly on a shoestring basis, had no capital for the building of new vessels. The only means of insuring that their lumber would get to market was to offer steam schooner owners time charters for two, three or even four years, secured with surety bonds. Since obviously a sailing vessel is no proposition for a time charter, the sailing schooners were largely forced out of the coasting trade, and their building ceased entirely in 1905; while new steam schooners, each replacing three or four sailing vessels, were turned out at the rate of

10 or 20 a year until 1909.

Another feature of such steam schooner construction after 1900 was the interest in the passenger trade displayed by many operators. While the steam schooners could offer no fixed schedule of sailings, they visited many ports almost lacking in other communication with the rest of the Coast. The rugged shoreline between San Francisco and Seattle is still hard to reach in some spot, and in those pre-automobile days travel between most points could only be performed either by sea or by long stage trips to the railroads. So the steam schooners, already providing plenty of good plain food, were fitted with accommodations for 20 or 30 passengers, and became the normal means of travel between San Francisco and the mill ports and their nearby farming communities. Even out of Puget Sound and the Columbia River, which supported some regular passenger steamship lines, there were economical people who travelled to San Francisco by steam schooner, even as today they might travel by bus.

The San Francisco Fire of 1906 brought about a demand for lumber that cushioned the Panic of 1907 as far as the lumber trade was concerned, and not until 1909 did the boom in steam schooner building come to an end. After that year, wooden construction was at a rate only about enough to replace losses and worn-out vessels. The competition of steel vessels was beginning to be felt. Some steel vessels had been brought in to the lumber trade from the Great Lakes, and other shipowners were going to the East Coast, or to Craig, Moran, or the Union Iron Works on the West Coast for steel steam schooners. Some of the wooden steam schooners were sent out to the Gulf of Mexico to carry Honduras mahogany or yellow pine in the years before World War I.

The war of course brought about a brief revival of wooden steam schooner building during 1916 and 1917, with the steel yards all but choked with orders from Scandinavian owners; but by 1918 the wooden shipyards and the engine builders were tied up with Emergency Fleet Corporation orders, and even though many steam schooners had been diverted into intercoastal or overseas voyages, the lumber operators were not able to replace them. Six new vessels were completed in 1920, the last big year of construction. The only wooden steam schooners built after that were the Quinault in 1921 and the Daisy Gray and the Esther Johnson in 1923, all from the Matthews shipyard at Portland, Oregon. From that time on, additions to the Pacific Coast lumber fleet have been steel vessels, mostly Lakers and other small types built for the Shipping Board

during the first World War.

Being efficient carriers, most of the wooden vessels which escaped the perils of the sea stayed in service until the depression of 1930. Some managed even then to remain in active trading; others, laid up, were recommissioned in 1937. The number in service with the colors today—none less than 20 years old, and all having had many years of hard use or neglect—is not only a credit to their builders but is ample evidence of the fact that properly designed wooden vessels have not yet been entirely outmoded by steel construction.

The steady increase in the size of steam schooners down through the years is illustrated in the following series of typical vessels each carefully chosen to represent the median size constructed during the year indicated. The *Celia*, built in 1884, measured 173 tons gross, 115 net. With dimensions of 118x29x8.5 feet, she carried 235,000 feet of lumber. She had a compound engine of about 100 horsepower.

The *Rival*, built in 1888, had tonnages of 266 gross and 203 net, carried 300,000 feet of lumber, and measured 139x32x10.2 feet. She had a compound engine of 250 horsepower.

The *Iagua* of 1900 measured 712 tons gross, 459 net, and carried 725,000 feet of lumber. She had dimensions of 189.9x36.4x12.9 feet and a 750-h.p. triple expansion engine.

The *Svea*, built in 1906, was 618 tons gross, 370 net. With a lumber capacity of 700,000 feet, she measured 174x38.2x13.3, and had a triple expansion engine of 650 h.p.

In 1913 the *Celilo* was built registering 943 tons gross, 576 net. She carried 975,000 feet of lumber, was fitted with a triple expansion engine of 800 horsepower, and measured 202.3x40.2x14.7 feet.

Four years later, in 1917, the *Phyllis* measured 215.3x42.8x17.1 feet, carried 1,275,000 feet of lumber, registered 1266 tons gross, 695 net, and had an engine identical with that of the *Celilo*.

(Continued next week)

BOTTLENECKS TO BE ELIMINATED

Plans for eliminating bottlenecks and delays in transportation, especially in the Alaskan routes, were discussed at a meeting of representatives of shippers, motor carriers, draymen, steamship interests and port officials at the Seattle Chamber of Commerce Wednesday afternoon. The meeting was called by Frank S. S. Landsburg, district director of the Bureau of Motor Carriers of the Interstate Commerce Commission. The Seattle Port Commission and the Northland Transportation Company, the Alaska Transportation Company and the Alaska Steamship Company were represented.

Pacific Coast Wooden Steam Schooners

1884 - 1924

By JOHN LYMAN

Maritime Research Society of San Diego

(Continued from last week)

The following chronological list gives brief life histories of the wooden steam schooners built on the Pacific Coast and engaged in the lumber trade. The intent has been to include in each case the name of the builder, year and place of building, gross tonnage, lumber capacity, maker and horsepower of engines, changes in ownership and eventual fate. Due in part to the fact that the list was compiled under wartime conditions and in part to the fact that some of the information is now extremely difficult to obtain, most of the accounts fall somewhat short of the desired goal. A word of caution should be inserted as to the dates given of changes of ownership. These have largely been obtained from government publications that use "fiscal years," and, therefore, may be one year different from the calendar year.

1884

C. G. White, 169 tons, was a genuine steam schooner, having a three-masted rig with bowsprit in addition to her small steam engine. She was built at San Francisco in 1884 for Lewis Olson of that port, possibly as a sealer; but her career was very brief, as she is not listed in 1885.

Celia, 173 tons, was built at Benicia by Matthew Turner for G. H. Collins of San Francisco. She had a compound engine built by Hinckley, Spiers & Hayes. Her first use was as a produce packet, carrying vegetables from the South Coast, around Ventura, to San Francisco, but she later went into the redwood lumber trade. The Celia was sold to D. Beadle in 1901 and resold to Swayne & Hoyt in 1904. She was wrecked without loss of life at Point Joe, just below Monterey, August 28, 1906.

Julia H. Ray, 177 tons, was built at San Francisco in 1884 for J. S. Higgins of that port. Authorities do not agree as to the name of her builder, one account giving C. G. White and another George Boole. The steamer's fate has not been traced, but she was not listed in 1885.

Surprise, 165 tons, was built at San Francisco, also by White. She had a three-masted schooner rig, and it is possible that she was intended for a sailing vessel and converted to a steam schooner after launching. The Surprise was owned by Captain R. G. Byxbee and others of San Francisco, dropping from registry in 1888.

1885

Laguna, 185 tons, was built at San Francisco by Boole & Beaton. In 1887 she was being operated as a South Coast produce packet, hauling from truck farms around Ventura to San Francisco. The Laguna was listed as owned in San Francisco until about 1900.

West Coast, 179 tons, was built at San Francisco by C. G. White. She is last listed in 1891.

1886

Greenwood, 195 tons, was built at San Francisco in 1886 by C. G. White. She had a lumber capacity of 425 M feet, and a compound engine of 110-h.p. made by Hinckley, Spiers & Hayes. The first managing owner of the Greenwood was B. H. Madison of San Francisco, but within a year or so she was acquired by the L. E. White Lumber Co., who operated her until 1902. In 1903 she came under the ownership of Beadle Bros. of San Francisco, and in 1907 was transferred to the Greenwood Steamship Co. T. P. H. Whitelaw managed the Greenwood for a number of years, until she was finally laid up at San Francisco and went to pieces about 1938.

Whiteboro, 195 tons, was built at San Francisco by C. G. White for the L. E. White Lumber Co. She had a compound engine by Hinckley, Spiers & Hayes, and a rated lumber capacity of 225 M feet. She was afloat until about 1910.

1887

Alcatraz, 255 tons, was built at San Francisco in 1887 by C. G. White for the L. E. White Lumber Co. of that port. Her compound engine of 250-h.p. was built by Hinckley, Spiers & Hayes. She had a lumber capacity of 300 M feet and was one of the early steam schooners fitted to burn oil fuel. The Alcatraz was wrecked May 2, 1917, 10 miles north of Point Arena.

Alcazar, 263 tons, was practically a sister ship of the Alcatraz, but was built by Alex Hay. In engines and lumber capacity she was identical to the Alcatraz. She was owned by the L. E. White Lumber Co., until June 10, 1907, when she was wrecked without loss of life on Needle Rock, on the Mendocino coast of California.

Cleone, 197 tons, was built at San Francisco by Boole & Beaton. She had a compound engine of 150-h.p. The Cleone was owned for some years by W. A. Mitchell

of San Francisco.

Cosmopolis, 339 tons, was also built by Boole & Beaton. She had a 250-h.p. compound engine. Her first owners were Higgins & Collins, San Francisco, who operated her in the Grays Harbor trade. In 1895 she was sold to the Inter-Island Steam Navigation Co., who renamed her the Kauai. She was wrecked without loss of life on the island of Hawaii, December 24, 1913.

Emily, 285 tons, was built at San Francisco in 1887 by C. G. White. She drops from registry in 1894.

Navarro, 232 tons, was built at San Francisco in 1887 by Alex Hay for R. G. Byxbee of that port. She had a lumber capacity of 300 M feet and a 165-h.p. compound engine built by Hinckley, Spiers & Hayes. After Byxbee the Navarro had a long series of owners: 1894, R. G. Ray; 1895, W. A. Mitchell; 1897, Beadle Steamship Co.; 1903, California & Oregon Coast Steamship Co.; and 1907, Hobbs, Wall & Co. She finally drops from registry in 1914.

Noyo, 316 tons, was built at San Francisco, also by Alex Hay. She had a four-cylinder triple-expansion engine from Hinckley, Spiers & Hayes, giving her 300-h.p. Her lumber capacity was 330 M feet. Her first owner was C. E. White, San Francisco. In 1893 she was owned by J. S. Kimball; in 1901 by the Dollar Steamship Co.; in 1907 by the Merchants Steamship Co.; and in 1913 by the National Steamship Co. The Noyo was ashore on Duxbury Reef in 1899, but was floated and repaired. About 1915 she got ashore in La Jolla Cove, but was floated by Capt. Joe Brennan, now harbor master at San Diego, in the tug Bahada. Towed to San Diego, she capsized at the wharf as soon as her cargo was discharged. She was finally righted, had her bottom patched and was sent North for repairs. The Noyo was lost for good on Point Arena, February 26, 1918, the crew of 20 getting ashore safely.

Pasadena, 300 tons, was built by Alex Hay at San Francisco for Kerekhoff & Cuzner of Los Angeles. Her compound engine of 190-h.p. was built by Hinckley, Spiers & Hayes, and her lumber capacity was about 400 M feet. In 1903 she was bought by C. P. Doe, San Francisco, and in 1908 by the Albion Lumber Co., who owned her for the rest of her active career. Her last days were spent laid up at the Alameda plant of the General Engineering & Drydock Co., in the '30's.

Point Arena, 223 tons, was built at San Francisco by Alex Hay. She had a rated lumber capacity of 200 M feet and a 150-h.p. compound engine from Hinckley, Spiers & Hayes. In 1889 the Point Arena was bought by Capt. Beecher for the Vancouver Island trade, but a few years later was back in San Francisco under the ownership of C. D. Foard, and later of the

Beadle Steamship Co. She was wrecked on Pigeon Point without loss of life, August 9, 1913.

Signal, 475 tons, was built at North Bend, Oregon, by John Kruse for the Simpson Lumber Co., San Francisco. She had a compound engine of 300-h.p. and carried 400 M feet of lumber. In 1907 she was owned by Wall Bros., and two years later by Capt. Eben Curtis. She was wrecked at Point Lobos, entering San Francisco Bay, June 28, 1911.

South Coast, 285 tons, was built at San Francisco by C. G. White, with compound engine of 190-h.p. by Hinckley, Spiers & Hayes. Her lumber capacity was 300 M feet. I have no record of her early ownership, but in 1917 she was owned by the South Coast Steamship Co., and two years later by Hobbs, Wall & Co. She was wrecked 16 miles southwest of Cape Blanco, Ore., September 16, 1930.

Tillamook, 265 tons, was built at San Francisco in 1887 by George Boole for E. J. Dodge of that port. In 1892 she came under the ownership of Thomas Pollard, and in 1898 of the Beadle Steamship Co. She drops from the records in 1901. (Continued next week)

Wm. Claussen Seriously Hurt

William Claussen, well known and highly esteemed on the Seattle waterfront for over 53 years, was critically injured Tuesday evening when caught between two moving coal cars and is now in Providence Hospital. Mr. Claussen, 72 years, is the marine superintendent of the Pacific Coast Coal Company, and the accident occurred at its bunker plant. He has been with the coal company ever since his arrival in Seattle from San Francisco in January, 1890, and is its oldest employee in point of service. Years ago he became known as the dean of Seattle waterfront men and a host of oldtimers of the docks and ships are praying for his speedy recovery. He was born in San Francisco.

Buy War Bonds

Uncle Sam needs the money to back up his fighting men!

Dig up!

Remember the American boys who died at Pearl Harbor! Remember the Marines who fell on Wake Island and at Guadalcanal!

Remember the Army's women nurses cruelly mutilated and slain by the Jap fiends in Bataan!

Buy War Bonds to avenge them!

Buy War Bonds and thus back up "Fighting" MacArthur, "Sluggert" Halsey, clever Eisenhower and "Old Blood and Guts" Patton and the American boys they lead into bloody battle to preserve your freedom!

Pacific Coast Wooden Steam Schooners

1884 - 1924

By JOHN LYMAN

Maritime Research Society of San Diego

(Continued from last week)

1888

Caspar, 300 tons, was built at San Francisco by Hansen & Frazer. She was wrecked on Sanders Reef, Mendocino County, Calif., on October 22, 1897, with the loss of several lives.

Del Norte, 301 tons, was built at San Francisco by Boole & Beaton. She is out of registry in 1890.

Farallon, 368 tons, was built at San Francisco by Alex. Hay. She was later enlarged to 749 tons, and was wrecked in Cook Inlet, Alaska, January 5, 1910.

Jewel, 265 tons, was built at San Francisco by Alex. Hay. She had a compound engine of 250-h.p. made by the Miners Foundry of San Francisco. The Jewel was owned in the 90's by the Caspar Lumber Co., disappearing from the records a few years later.

Lakme, 529 tons, was built at Port Madison, Wash., by T. H. Peterson for G. S. Hinsdale, San Francisco. She had a lumber capacity of 700 M feet and a 366-h.p. compound engine manufactured by W. Deacon, San Francisco. In 1893 she was owned by C. A. Hooper, San Francisco; from 1896 to 1916 by Charles Nelson; and for the remainder of her career by the Caspar Lumber Co. She was scrapped in 1927.

Mendocino, 251 tons, was built at San Francisco by Alex. Hay in 1888 and was out of registry within a year.

Michigan, 566 tons, was built at Skamokawa, Washington, by Ludwig Mortensen for William M. Colwell and George L. Colwell. She had a lumber capacity of 400 M feet. The Michigan was wrecked on Cape Beale, Vancouver Island, January 21, 1893, while bound from San Francisco to the Puget Sound.

National City, 310 tons, was built at San Francisco by Alex. Hay. She had a 4-cylinder triple-expansion engine of 250 h. p., built by Hinkley, Spiers & Hayes, and carried 375 M feet of lumber. She was owned in 1906 by the Union Lumber Co., San Francisco, and later by the National Steamship Co. In 1918 she was bought by Peruvian owners and apparently was placed under Peruvian registry the following year.

Newsboy, 208 tons, was built at San Francisco by Boole & Beaton. She carried 250 M feet of lumber, and her compound engine of 170 h. p. was built by Savage Sons &

Co. Her first owner was doubtless J. J. Smith, who also owned the barkentine Newsboy; in the 90's she became the first vessel to be owned by Robert Dollar. The vessel was wrecked on Humboldt Bay Bar, March 31, 1906, then being owned by the California & Oregon Coast Steamship Co.

North Fork, 322 tons, was built at Fairhaven, Calif., by H. D. Bendixsen for F. Korbel of San Francisco. She had a 390 h.p. compound engine built by W. Deacon; and a lumber capacity of 425 M feet. In 1902 the North Fork was acquired by Charles Nelson of San Francisco, and in 1918 was sold to Rudolf Schiffman, Los Angeles. She was wrecked ten miles west of Shelter Cove, on the California Coast, Sept. 21, 1919.

Point Loma, 310 tons, was built at San Francisco by Alex. Hay. She carried 200 M feet of lumber; had 250 h. p. engines; and traded out of Grays Harbor. The Point Loma drops from the records about 1900.

Protection, 281 tons, was built at San Francisco by Hansen & Frazer. In 1891 she was extensively rebuilt by C. G. White at Alameda, probably after being ashore in 1890. She was owned in turn in the 90's by C. R. Johnson, William S. Ray and J. S. Kimball, dropping from registry about 1900.

Rival, 266 tons, was built at San Francisco by Boole & Beaton. She carried 300 M feet of lumber and had a compound engine of 250 h.p. from the Risdon Iron Works. The Rival was owned for a few years by Robert Dollar, and later by the Metropolitan Redwood Lumber Company.

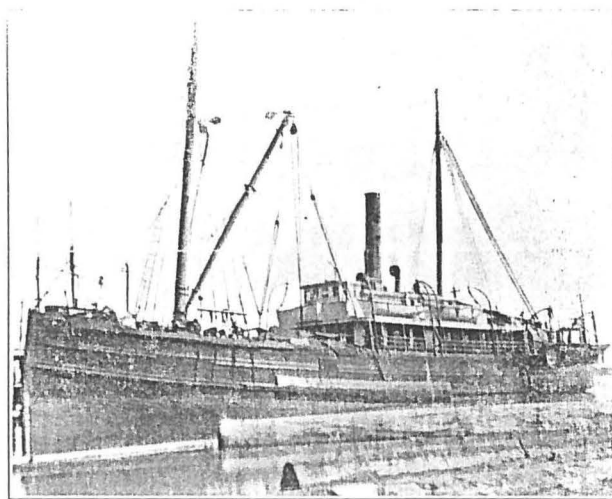
Scotia, 181 tons, was built at San Francisco by Alex. Hay. With a compound engine of 160 h.p., built by the Fulton Iron Works, she had a lumber capacity of 250 M feet. She was owned for many years by J. R. Hanify, San Francisco, and was wrecked on Purissima Point, California, August 27, 1914.

Silver Spring, 245 tons, was built at San Francisco in 1888 by Boole & Beaton. She drops from registry in the 90's.

Venture, 249 tons, was built at San Francisco by Alex. Hay. She carried redwood from Usal and Rockport in Mendocino County to San Francisco, and was wrecked at Rockport in 1892 with the loss of 20 lives.

Westport, 211 tons, was built at San Francisco by George Boole.

BECAME SALVAGE SHIP, THEN A BARGE



FORMER STEAM SCHOONER HOMER

She carried 225 M feet of lumber and had a 150 h.p. compound engine built by the Fulton Iron Works. She was owned for years by Hobbs, Wall & Co., and finally was laid up and went to pieces at San Francisco in the '30s.

1890

Alice Blanchard, 393 tons, was built at Tacoma by Blanchard & Wheeler for the Puget Sound passenger and freight trade under their management. In 1895 she was purchased by C. P. Doe, San Francisco, and a year later was transferred to the Blanchard Co., running between the Columbia River and San Francisco. In 1901 she was acquired by Swayne & Hoyt and renamed the Chico, while her tonnage was increased to 541 gross. The Chico was wrecked in Shelter Cove, California, July 18, 1906.

Del Norte, 450 tons, was built at Tiburon, San Francisco Bay, in 1890. She had a compound engine of 450 h. p. and carried 350 M feet of lumber. She was owned by Hobbs, Wall & Co., and later by the Crescent City Transportation Co., and was wrecked on Point Arena, July 29, 1917.

Sunol, 258 tons, was built at Alameda for the L. E. White Lumber Co. In 1898 she was bought by Pope & Talbot, and on October 23, 1900, she was burned at Little River, Calif. The Sunol had a 250 h. p. engine and a lumber capacity of 300 M feet.

Truckee, 370 tons, was built at San Francisco for J. L. Maguire of that port. In 1896 she was owned by J. S. Kimball, and two years later drops from registry.

1891

Hemer, 501 tons, was built at Bandon, Ore., by H. R. Reed. She carried 400 M feet of lumber and had a compound engine of 250 h.p.,

built by the Fulton Works. The first owner of the Homer is given as Charles H. Butler of San Francisco; from 1893 to 1911 she was owned by Emil T. Kruse and J. H. and George Fritch; and in 1912 was acquired by the Coos Bay and Eureka S. S. Co. In 1915 she was taken over by the Pacific Coast Steamship Co., San Francisco, and during the next few years passed through the hands of the Pacific Coast Co., New York, and the Pacific Steamship Co., Tacoma. In 1920 she was bought by D. J. Hanlon, who refitted her as a salvage steamer and sold her in 1924 to Merritt, Chapman & Scott of New York, who kept her on the Pacific Coast. In 1924 and 1925 she was stationed at Seattle. She was then towed to Los Angeles from San Francisco in October, 1937, and thereafter was used as a fishing barge at Los Angeles.

1892

Albion, 216 tons, was built at Alameda in 1892 by C. G. White. She had a compound engine of 110 h. p. and carried 250 M feet of lumber. A partial list of her owners includes in turn J. S. Kimball, R. Spreckels and G. H. Collins, all of San Francisco. She was wrecked at Stewart's Point, on the California coast, March 21, 1913.

TROLLERS LAND FIRST HALIBUT

Besides landing 23,000 pounds of salmon, 13 trollers delivered the first North Pacific halibut of the season in Seattle last Monday. They arrived with 7,500 pounds of halibut which brought the record price of 40 cents a pound at the Fishermen's Cooperative Association Exchange. Early season prices have rarely exceeded 28 cents. For the salmon they received 38 and 39 cents a pound.

Pacific Coast Wooden Steam Schooners

1884-1924

By JOHN LYMAN

Maritime Research Society of San Diego

Continued from last week)

The decline in wooden steam schooner construction on the Pacific Coast, which began in 1891, continued through the depression years of 1893 to 1897, inclusive, but in 1898 there was a distinct revival.

1893

Excelsior, 528 tons, was built at Eureka in 1893 by Peter Matthews for C. A. Hooper, San Francisco. She carried 550 M feet of lumber and had a 366-hp triple-expansion engine from Hinckley, Spiers & Hayes. The Excelsior was acquired by the Pacific Steam Whaling Co. in 1898 and was given a shelter deck, raising her tonnage to 830. In 1902 she was taken over by the Pacific Packing & Navigation Co., along with the other cannery interests of the P.S.W. Co. After the demise of the P. P. & N. Co. a couple of years later, the Excelsior became one of the assets of the Northwestern Steamship Co., who sold her in 1907 to the Oregon Marine Co., Portland. She was sunk in San Francisco Bay in collision with the steamer Harvard on February 7, 1916; but apparently was refloated, as she is listed for a couple of years as belonging to the United Engineering Works.

Weott, 249 tons, was built at Alameda in 1893 for Charles P. Doe, San Francisco. She drops from the records in 1900.

1896

Coquille River, 415 tons, was built at Prosper, Ore., by William Muller. She carried 400-M feet of lumber and had a compound engine of 260-hp made by Deacon of San Francisco. Her first owners were Sudden & Christenson, who sold her in 1905 to Swayne & Hoyt. In 1908 the National Steamship Co. bought her, selling in 1919 to the Union Lumber Co., and buying her back in 1922. In 1925 the steamer was acquired by Russell J. Hubbard of Marshfield, Ore., who renamed her the Winchester. She was scrapped in 1933.

1897

Hueneme, 341 tons, was built at Fairhaven, Calif., by H. D. Bendixsen for W. A. Mitchell, San Francisco. She had a compound engine of 225-hp from the Fulton Works. In 1899 she was sold to the Inter-Island Steam Navigation Co. of Honolulu, who renamed her the Niihau. Her register was abandoned in 1928.

1898

Alice Gertrude, 413 tons, was built at Seattle in 1898. She was wrecked without loss of life on Ship Point Reef, Oregon, January 11, 1907.

Aloha, 294 tons, was built at Alameda in 1898 by Hay & Wright for J. S. Kimball, San Francisco. She had a compound engine of 240-hp built by the Oakland Iron Works, and could carry 300 M feet of lumber. In 1901 she was acquired by the Dollar Steamship Co., and apparently suffered a bad fire that year, for she was dropped from registry and rebuilt by Hay & Wright in 1902, emerging as the steam schooner Phoenix of 256 tons, under the ownership of C. P. Doe of San Francisco. In 1905 she was bought by Henry Templeman, in 1911 by Charles T. Foster, in 1915 by Beadle Brothers, and in 1920 by the Goodyear Redwood Co., all of San Francisco. She drops from registry about 1930.

Brunswick, 436 tons, was built at North Bend, Ore., by A. M. Simpson, who sold her in 1899 to C. A. Hooper, San Francisco. In 1901 she was transferred to the Pacific Shipping Co., and on February 8, 1903, was badly ashore near Fort Bragg, Calif. She was floated and rebuilt by Hay & Wright at Alameda, who added 20 feet to her length amidships in the process, so that she reappeared under the ownership of the Union Lumber Co. with a tonnage of 532 and a lumber capacity of 450-M feet. The Brunswick had a triple expansion engine of 500-hp made by the Golden State & Miners' Iron Works. In 1909 she was acquired by the National Steamship Co., San Francisco, who sold her around 1931 to the Hammond Lumber Co. She was later owned by Hobbs, Wall & Co., but in September, 1939, was sold back to the Hammond Co. She was at that time the oldest steam-schooner in active service.

Charles Nelson, 1057 tons, was a passenger-carrying steam schooner of 750-M feet lumber capacity, built at Alameda by Hay & Wright for the Charles Nelson Co. She had a 890-hp triple expansion engine from the Fulton Iron Works. The Charles Nelson was burned out at Fields Landing, Humboldt Bay, on April 23, 1914, with the loss of one life, and what was left of her hull was converted by the Nelson Co. to a tow-barge of 629 tons. The

barge arrived at San Francisco from Los Angeles under tow in October, 1928, and was then laid up, first at Oakland and later at Antioch, where she was still to be seen in 1940.

Dirigo, 843 tons, was built by Peter Matthews at Hoquiam, Wash., in 1898 for J. S. Kimball, San Francisco. She had a triple expansion engine of 600-hp from the Fulton Iron Works and carried 600-M feet of lumber. In 1899 she was bought by the Alaska Steamship Co., Port Townsend. The Dirigo was wrecked 40 miles east of Cape Elias, Alaska, November 16, 1914, while still under the Alaska Steamship Co. ownership.

Fulton, 380 tons and 425 M feet capacity, was built by H. D. Bendixsen at Fairhaven, Calif., in 1898 for George D. Gray, San Francisco. Her engine, a compound job of 265-hp, was manufactured by the Fulton Iron Works. She was sold in 1903 to the California & Oregon Coast Steamship Co., and in 1906 was transferred to the Fulton Steamship Co. In 1912 she was owned by the Montesano Steamship Co., and the following year was acquired by the Border Line Transportation Co., Tacoma, who increased her tonnage to 605 gross through the addition of a shelter deck. She drops from registry in 1928.

Grace Dollar, 429 tons, was built at San Francisco by the Fulton Engineering & Shipbuilding Works, who also supplied her triple expansion engine of 350-hp. With a lumber capacity of 475-M feet, she was built for the Robert Dollar Co., San Francisco. Within a few years she was under the ownership of the Buchner Lumber Co., Marshfield, Ore., as the Hardy, and in 1920 was acquired by the American Finance & Commerce Co., San Francisco, who renamed her the San Antonio and increased her tonnage to 785 by adding a second deck. She passed through several changes of ownership in the next few years, dropping from registry about 1930.

Lucella, 412 tons, was built at Florence, Ore., in 1898 for A. W. Beadle of San Francisco. She also had a short life, dropping from registry before 1903.

Newburg, 450 tons, was built at San Francisco by the Fulton Works, who also built her 350-hp triple expansion engine. She carried 500-M feet of lumber and was owned until 1911 by Thomas Pollard, San Francisco. From 1912 to 1914 she was owned by the Slade Shipping Co., and for the next four years by H. A. Richardson, both of that port. The Newburg was wrecked 7 miles north of Bodega, California, October 8, 1918, the crew of 19 being rescued.

Ruth, 377 tons, was built at San Francisco. She was identical in tonnage and dimensions with the Samoa, below, and was doubtless also from the yard of the Fulton

Editorial

SEATTLE waterfront finds much cause for gratification in the honor that has come this year to two of our old-established maritime houses, namely, the winning of the Army-Navy "E" award for outstanding performance in the war effort. In February the "E" pennant was conferred on the Markey Machinery Company, known at home and abroad for the high standard and efficiency of its marine auxiliary equipment. Then last Saturday the coveted pennant was conferred on the Pacific Marine Supply Company, our foremost ship chandlery house, known nationally also as the developer and manufacturer of a fire-fighting equipment now installed on a large scale in our nation's warships and transports. There is an element of industrial romance in that equipment. It was developed and built originally for use in protecting logging camps and forests from fire hazards. Then one day it came under the eye of our illustrious Navy, and before long there were orders from that branch of the armed services. Then came Navy repeat orders; and more and more orders after we found ourselves at war with the barbaric Jap. The waterfront is united in its congratulations to Charles H. Markey of the Markey company, and Edward Cunningham of the Pacific Marine Supply for their success in the war effort. Newcomers are always welcome in this port, but there is keen satisfaction in knowing that two of our oldtimers are continuing to bring renown to Elliott Bay.

About 45 or 46 years ago professors of economics were telling the world that the age of "laissez faire" in American industry and business had passed away, the French term being applied to the old system under which business and industry were supposed to be

(Continued on Page 7)

Engineering Works. The Ruth was lost at Beilers Point, California, on November 11, 1903.

Samoa, 377 tons, was built at San Francisco by the Fulton Engineering & Shipbuilding Works, who equipped her with a 350-hp compound engine. She carried 400 M feet of lumber. First owner of the Samoa was J. R. Hanify, who transferred her in 1901 to A. W. Beadle. In 1903 she was acquired by the Caspar Lumber Co., who owned her until she dropped from registry in 1924. The Samoa was ashore on Point Reyes in January 1913, but was salvaged without loss of life.

Sequoia, 519 tons, was built at Fort Bragg, California, in 1898. She was wrecked without loss of life in Humboldt Bay, January 14 1907.

(Continued next week)

Pacific Coast Wooden Steam Schooners

1884 - 1924

By JOHN LYMAN

Maritime Research Society of San Diego

(Continued from last week)

In 1899, four steam schooners were built on the Pacific Coast as compared to the 12 in 1898, but the year 1900 proved an active one, adding 11 vessels.

1899

Aberdeen, 499 tons, was built by J. Lindstrom at Aberdeen, Wash., in 1899. With a lumber capacity of 500-M feet, she had a compound engine of 425 h.p. She was owned for some years by the Pacific Lumber Transportation Co., San Francisco, who later sold her to the Signal Steamship Co. Under this ownership her tonnage was increased to 741. The Aberdeen foundered in the Golden Gate toward the end of January, 1916, her crew of 7 being rescued.

Despatch, 698 tons, was built by H. D. Bendixsen at Fairhaven, Calif., for W. A. Mitchell, San Francisco. She carried 650-M feet and had a 400 h.p. compound engine from the Fulton Works. In 1903 the Despatch was acquired by the California & Oregon Coast Steamship Co., and in 1907 passed to the Pacific Lumber Transportation Co. In 1914 she was bought by the Border Line Transportation Co. of Puget Sound, who added a shelter deck, thereby increasing her to 1101 tons. In 1919 she became the Admiral Rodman of the Pacific Steamship Co., who owned her until 1936, when she drops from registry.

San Pedro, 674 tons, was built by J. Lindstrom, Aberdeen, Wash., for J. R. Hanify, San Francisco. Her compound engine of 400 h.p. was made by the Fulton Works, while her lumber capacity was 475-M feet. Shortly after coming under the ownership of the Metropolitan Redwood Lumber Co., July 22, 1907, the San Pedro was in collision with the steamer Columbia, which sank with the loss of 85 lives, but the steam schooner was brought safely to port. In 1916 she was transferred to the San Pedro Steamship Co., San Francisco; while in 1920 she dropped from registry.

W. H. Kruger, 469 tons, was built by J. Lindstrom at Aberdeen. She had a compound engine from the Fulton Works. Her first owner was given as O. C. Haslett, San Francisco, Swayne & Hoyt taking her over after four years. She foundered off Point Arena, July 11, 1906.

1900

C. H. Wheeler, 371 tons, was built at Portland, Oregon, in 1900 for the Wheeler Lumber Co. of

that port. Some doubt exists as to whether this vessel was a barge or a steam schooner, as she is listed in 1901 as a barge and drops from the records thereafter. But many steam schooners were first registered as barges in order to enable them to carry a cargo and help pay their way while being towed to the port where they received their engines, and there is a strong probability that this was the case with the C. H. Wheeler also.

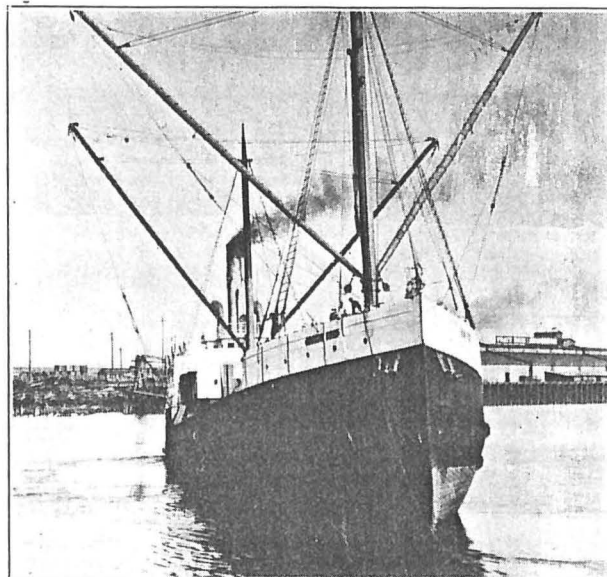
Coronado, 578 tons, was built at Aberdeen, Wash., by G. H. Hitchings for Thomas Pollard, San Francisco. In 1910 she was transferred to the Coronado Co., and on April 27, 1917, she foundered off Point Arena. The Coronado had a 650-M foot lumber capacity and was powered with a 500 h.p. triple-expansion engine made by the Fulton Engineering Works.

Eureka, 484 tons, was built at Wilmington, Calif., for Charles P. Doe of San Francisco, who is also listed as her builder; but it is more than likely that she was built in William Muller's shipyard. She has a 1000 h.p. compound engine. She was owned by Doe for 12 years, next passing to the North Pacific S.S. Co. She was wrecked on Point Bonita San Francisco Bay, January 8, 1915, with the loss of one life.

Iaqua, 712 tons, was built by H. D. Bendixsen at Fairhaven, Calif., for the Humboldt Shingle Manufacturers' Association. From 1907 to 1913 she was owned by the Eastern Steamship Co., Eureka, from 1914 to 1916 by John A. McGregor, San Francisco, and from 1917 on by Fred D. Parr of that port. She was destroyed by fire off Cape Gracias, Nicaragua, December 1, 1918, no lives being lost. The Iaqua had a 750 h.p. engine made by the United Engineering Works, and carried 725-M feet of lumber.

John S. Kimball, 1588 tons, was built by C. G. White at Everett, Wash., in 1900 for the Kimball Steamship Co., San Francisco, and at the time was the largest wooden steam schooner on the Coast. She carried 1300-M feet of lumber and had a 900 h.p. triple-expansion engine from the Golden State & Miners Iron Works. Within a year of her launching she was taken over by the Dollar Steamship Co. and renamed James Dollar, while in 1904 she was acquired by the Alaska-Pacific Navigation Co. as the Santa Clara. In 1905 she was owned by the Northwestern Steamship Co., passing in 1908 to the

MENTIONED IN ACCOMPANYING LIST



STEAM SCHOONER NOME CITY

Alaska Steamship Co. In 1910 she was bought by C. P. Doe, in 1911 was transferred to the North Pacific Steamship Co., and on November 2, 1915, was wrecked in Coos Bay, Ore., with the loss of 21 lives out of the 83 souls on board.

Mandalay, 438 tons, was built by A. M. Simpson at North Bend, Ore., in 1900 for the Simpson Lumber Co. She had twin screws driven by two 140 h.p. compound engines supplied by the Golden State & Miners Iron Works, and carried 400-M feet of lumber. The Mandalay was acquired by the Crescent City Transportation Co. in 1904 and was wrecked at Crescent City October 27, 1918.

Nome City, 939 tons, was built by the Bendixsen Shipbuilding Co., Fairhaven, Calif., in 1900 for W. A. Mitchell, San Francisco. She was powered with a triple-expansion engine of 1000 h.p. built by the United Engineering Works and could carry 1100-M feet of lumber. She was taken over in 1902 by George D. Gray, in 1904 by the California & Oregon Coast Steamship Co., and in 1912 by the Charles Nelson Co. She was sold to Russian owners in 1937.

Rainier, 800 tons, was built by Hitchings & Joyce at Hoquiam, Wash., for Thomas Pollard, San Francisco. In 1910 she was transferred to the Rainier Co., managed by Pollard. In 1919 she was acquired by the Albers Bros. Milling Co., who had her tonnage increased to 1409. In 1921 she was sold to the Atlas Steamship Co., also of San Francisco, dropping from registry in 1928. The Rainier had a lumber capacity of 900-M feet, and had a triple-expansion engine of 1000 h.p. installed by the Fulton Engine Works.

Robert Dollar, 1389 tons, was

built for the Dollar Steamship Co. by G. H. Hitchings of Hoquiam, Wash. She had a 555 h.p. triple-expansion engine from the Golden State & Miners Iron Works, and carried 875-M feet. About 1906 she was sold to S. E. Slade, San Francisco, who renamed her the Fair Oaks; from 1909 to 1911 she belonged to Thomas Pollard, and then passed back to Slade. In 1918 Slade sold her to the Parr-McCormick Steamship Line of San Francisco, who resold her within a year to the Oriental Navigation Co. of New York. She was scrapped in 1933.

Santa Ana, 1059 tons, was a steam schooner of 500-M feet lumber capacity, built by H. R. Reed & Son at Marshfield, Ore., in 1900 for A. W. Beadle, San Francisco. She had a 650 h.p. triple-expansion engine supplied by the United Engineering Works. When only a year old she was sold to the Charles Nelson Co., and three years later to the Alaska-Pacific Navigation Co., Seattle. She was subsequently transferred to the Northwestern Steamship Co., and then to the Alaska Steamship Co., who sold her in 1923 to the Santa Ana Steamship Co. of Seattle. In the early '30's the Santa Ana was sold to owners in Tampa, Florida, and she was burned for scrap in late 1940 or January, 1941.

Santa Barbara, 695 tons, was built at San Francisco by W. F. Stone and engined by the Fulton Iron Works with a 550 h.p. triple-expansion engine. She carried 550-M feet of lumber and was also fitted to carry a few passengers. The Santa Barbara was laid up at Alameda in April, 1931, on arrival from Los Angeles, and was still there in 1941, having been owned

(Continued on Page 6)

SHIPYARDS

Oregon Plant
Still Leads In
Ships Per Way

During the month of April United States merchant shipyards again broke all previous world records for ship production by delivering into service 157 ships totaling 1,606,600 tons deadweight, the Maritime Commission announced last week. It is the third consecutive month this year in which the output by American shipbuilders exceeded that achieved during the preceding month.

April production brings the total thus far in 1943 to 536 ships aggregating 5,370,200 tons deadweight. This more than equals the total tonnage constructed during the first nine months of the record-breaking year of 1942.

Delivery of five merchant ships a day now has become routine. The April construction was at an annual rate in excess of 19,000,000 tons deadweight, the approximate goal set up in the commission's schedules. Not only was an all-time high established for the number of merchant ships and total tonnage delivered during any one month but, in addition, the California Shipbuilding Corporation at Wilmington, California, under McCone-Bechtel management,

broke all previous records for a single yard by delivering 19 Liberty ships. Another West Coast shipyard, the Oregon Shipbuilding Corporation of Portland, Oregon, under Kaiser management, was second with delivery of 17 Liberty ships. Third honors went to the Bethlehem-Fairfield Shipyard at Baltimore, Maryland, which delivered 16 of the same type vessels into service.

The Oregon Shipbuilding Corporation, however, continues to lead in the greatest productivity per way. That yard delivered its 17 ships from 11 ways while California produced 19 on 14 ways and Bethlehem-Fairfield 16 on 16 ways.

39TH LAUNCHING
AT TACOMA YARD

With Mrs. Ralph Risley as sponsor, the Tacoma yard of the Seattle-Tacoma Shipbuilding Corporation launched the airplane escort carrier Keeweenaw Thursday evening. Mrs. Risley is the wife of Comdr. Risley, assistant chief of staff of the 13th Naval District, Seattle. The new vessel is the 39th launched by the Tacoma plant since its establishment and is one of a number of airplane escort carriers which it has contracted to build for the Navy. The launching was broadcast nationally.

WOUNDED FIGHTERS
GUESTS AT REGATTA

With wounded Navy sailors and Spars and Waves as guests to the number of close to 400, the Seattle

Pacific Coast Wooden Steam
Schooners
1884-1924

(Continued from Page 2)

For her entire sea career by J. R. ton, January 11, 1907, while operating in the Seattle-Near Bay route. It was stated last week that she was wrecked off Ship Point Reef, Oregon. For this correction The Marine Digest is indebted to Harvey L. Tibbals, veteran Puget Sound waterfront man.

Correction: The steam schooner Alice Gertrude, mentioned in last week's installment on this page, was wrecked off Clallam, Washing-

(Continued next week)

Yacht Club held its annual Opening Day Regatta on Lake Washington last Sunday when fair weather and a good breeze prevailed. The guests were aboard the yachts. Cully Stimson regained his former status as Seattle's head sailing man when his sloop Angelica won the Class A race, with Mrs. Carl Jensen's Oscar IV in second place. Mr. Stimson by winning regained the championship he held in 1940 and 1941 and lost in 1942.

SWEDEN FINANCING
RUBBER DISCOVERY

A radiogram from Stockholm to the American-Swedish News Exchange, Inc., New York, states that to further the production of artificial rubber from calcium car-

bide, according to the formula discovered by Professor The Svedberg, Nobel prize winner, and head of the Physical-Chemical Institute of Upsala College, the Swedish rubber industry and the Co-operative Union have formed a company to provide Professor Svedberg with better facilities for his experiments. The capital of the company has been set at a minimum of 175,000 kronor (about \$43,750 at par), and a maximum of 525,000 kronor (about \$131,250). Sites for a factory and laboratory will be purchased near Upsala.

Henry Wallace hopes to see the whole world as one nation ere he dies, but the early Caesars had the same idea 2,000 years ago. How long does Henry expect to live?

WARREN Pumps

RALPH L. DYER
SHARPLES Oil Purifiers

812 Insurance Building, Seattle

Kinney Pumps

Phone MAIN 3443

THE LANDLEY COMPANY, INC.

MANUFACTURERS OF BARCLAY GRAVITY AND STEWARD TYPE DAVITS
BETHLEHEM DAHL OIL-BURNER PAINTS
FEDERAL COMPOSITION & PAINT CO. MARINE PAINTS FOR
STEEL AND WOODEN VESSELS
YORKSHIRE COPPER WORKS ALUMINUM BRASS CONDENSER TUBES
A. T. B. SHIELDS, Exclusive Northwest Agent

108 West Lee Street

Phone GARfield 0026

MARKEY MACHINERY CO., Inc.

AUXILIARY MACHINERY
Main 4699

DECK EQUIPMENT

MARINE REPAIRS
85 Horton Street, SEATTLE

AMERICAN MARINE PAINT CO.

Cape Cod Copper Compound for Wooden Hulls
Germicide Composition for Iron and Steel Hulls
101 Colman Dock, Seattle
Phone ELiot 2712

LAKE WASHINGTON SHIPYARDS

WOOD AND STEEL SHIPBUILDING AND REPAIRING

BOAT WORK

TWO MARINE WAYS
East Shore Lake Washington, One Mile South of Kirkland
Phone KIRkland MAIN 7

MACHINE SHOP

BALLARD MARINE RAILWAY CO., Inc.

SHIPBUILDING A SPECIALTY

Foot of Shilshole and 24th Aves. N. W., Ballard Station, Seattle

SUNset 0622

H. C. HANSON

Naval Architect and Marine Engineer

102 Colman Dock, Seattle

Phone: ELiot 3549

OLSON & WINGE MARINE WORKS

Shipwrights and Machinists — Marine Railway

4125 Burns Ave. N. W., Seattle

Phone: MEIrose 3156

ATLAS PACKING & RUBBER COMPANY

PACKING, BELTING AND HOSE
ENGINE ROOM SUPPLIES

63-65 Columbia Street, Seattle

Telephone ELiot 4697

SHIP SUPPLIES FOR
DECK AND ENGINE ROOM

Telephone MAIN 1573

PACIFIC Marine Supply COMPANY

1213-1223 WESTERN AVE., SEATTLE, WASH.

CARL J. NORDSTROM

ASSOCIATED NAVAL ARCHITECTS

Commercial Steel Ship and Barge Design
Surveys and Engineering Consultation

1008 Western Avenue, Seattle

HAROLD LEE

Phone ELiot 4023

WINSLOW MARINE RAILWAY AND SHIPBUILDING COMPANY

Steel and Wood Ship Repairs — Drydocking up to 4000 Tons

Plant Phone: Port Blakely No. 8

Office: 655 Empire Bldg., Seattle, MAIn 3340

Pacific Coast Wooden Steam Schooners

1884 - 1924

By JOHN LYMAN

Maritime Research Society of San Diego

(Continued from Last Week)

Wooden steam schooner construction on the Pacific Coast continued active in 1901 when 9 were built. In 1902 the number was 6.

1901

Acme, 416 tons, was built at Alameda by John W. Dickie in 1901 for A. W. Beadle, San Francisco. She carried 500-M feet and had a 400-hp compound engine from the United Engineering Works. In 1918 the Acme was sold to the Parr-McCormick S.S. Line, who resold her two years later to the Moore Mill & Lumber Co., both of San Francisco. She was wrecked near Coquille Light on the Oregon Coast, October 31, 1924.

Arctic, 392 tons, was built by H. R. Reed at Bay City, Ore., for J. S. Kimball, San Francisco. She had a 350-hp triple-expansion engine and a lumber capacity of 325-M feet. She was bought when new by the Hammond Lumber Co., who sold her in 1908 to the National S.S. Co. In 1919 the Arctic was transferred to the Union Lumber Co., San Francisco. She was wrecked on Point Arena, July 5, 1922.

Brooklyn, 333 tons, was built at Aberdeen, Wash., by J. Lindstrom. She could carry 350-M feet of lumber and had a 450-hp compound engine built by the Fulton Works. Early in her career she was owned by Beadle Bros., San Francisco, later coming under Sudden & Christenson's house-flag. The Brooklyn floundered on Humboldt Bar on November 8, 1930, with the loss of all hands except the second mate, who was picked up several days later clinging to a hatch cover.

Chehalis, 663 tons, was built at Fairhaven, Calif., in the Bendixsen shipyard, for Sudden & Christenson, San Francisco. In 1936 she was sold by the R. C. Sudden estate to J. H. Hansen, San Francisco, and two years later was resold to Mexican owners, although I believe she was still laid up in San Francisco Bay. She had a lumber capacity of 725-M feet and a triple-expansion engine of 675-hp from the Fulton Iron Works.

G. C. Lindauer, 453 tons, was built at Aberdeen, Wash., by John Lindstrom. She carried 500-M feet of lumber and had a compound engine of 400-hp from the Fulton Iron Works. Among her early owners was Wilson Bros., San Francisco; in 1917 she was bought by Fred D. Parr, in 1919 by the Pacific Mill & Timber Co., and in 1922 by A. F. Mahony, all of San

Francisco. She was wrecked at the mouth of the Umpqua River, May 16, 1924.

Gualala, 225 tons, was built by John W. Dickie & Sons at Alameda for Beadle Brothers, San Francisco. She was engined with a 200-hp compound job from the United Engineering Works and carried 260-M feet of lumber. In 1923 she was sold by the Beadles to the Western White Cedar Co., Marshfield, Ore.; and two years later was resold to James K. Nelson, San Francisco, who renamed her the Cleone. She was wrecked at Eureka, April 9, 1931.

Marshfield, 409 tons, with 400-M foot lumber capacity, was built at Marshfield, Ore., by the Pacific Shipbuilding Co. for C. A. Hooper & Co., San Francisco. She had a compound engine of 180-hp from the Fulton Iron Works. In 1911 she was acquired by the Cottoneva Lumber Co., and in 1915 by the Navarro Lumber Co. In 1918 she was bought by Dan Hanlon of San Francisco, who renamed her the Bertie M. Hanlon. She was later acquired by the Anza Trading Co., who used the vessel to run full cargoes of liquor into San Francisco, and the vessel was shortly thereafter seized and sold by a U. S. marshal. She was later beached at Martinez, on Suisun Bay, where her hull is still to be seen.

Olympic, 688 tons, was built at Hoquiam, Wash., by Hitchings & Joyce for the E. K. Wood Lumber Co., San Francisco. She could carry 800-M feet of lumber and had a triple-expansion engine of 750-hp. The Olympic was acquired in 1917 by the Parr-McCormick Steamship Lines of San Francisco. She foundered without loss of life on October 24, 1917, 85 miles off Puerto Mexico, on the east coast of Mexico.

South Bay, 438 tons, was built at Tacoma by the Tacoma Shipbuilding Co. for the E. J. Dodge Co., San Francisco. She had a compound engine manufactured by the Fulton Iron Works, and a lumber capacity of 500-M feet. In 1917 she was rebuilt as a dredge by the Standard American Dredging Co., Philadelphia, and foundered off Tampico, Mexico, October 29, 1917.

1902

Albion River, 382 tons, is listed as having been built in 1902. She was wrecked at Bodega Bay, California, April 3, 1903. No further

(Continued on Page 7)

EDITORIAL COMMENT

Capt. L. B. Lovejoy

THE death of Capt. Laurin Bentley Lovejoy, senior member of the family that has added whole chapters to the Sound maritime history, leaves a large vacancy in our North Pacific rank. A citizen of great force of character, with deep faith in our Republic, he passed away this week after a career in ocean to boating and Sound piloting that linked the era of sail and the era of the modern steamship and motorship. All told he served on salt water for 55 years, the last 45 years as master and pilot in that long period he witnessed the upbuilding of the Sound district from the "sawdust" pioneering stage to the present high level of metropolitan civilization. In that forward, upward movement he had a prominent part. The Sound owes much to him.

First impressions are always important and often lasting. In the days of sail, the master of an incoming vessel in our Sound trades was met off Cape Flattery by the ocean tug and to him the character of the man in command of the towboat gave an index of the social and moral standards of our inland sea. The same is true of the pilots who bring in the modern steamships and motorships. In brief towboat master and pilot are received and appraised by the incoming vessel as typical of their communities. The impression then gained by the visiting master transmitted in time to his owners and the shipping interests generally. Capt. "Ben" Lovejoy, in his capacity as towboat master and then as pilot, gave the Puget Sound ports a high reputation in the world of ocean ships, owners and masters. To them, as their number was legion both under our own flag and under other flags, he was Puget Sound. And the esteem in which he was held by them—an esteem which benefited the Sound—was well illustrated in the testimonial presented to him by the Royal Mail Lines and the Holland-America Line when he retired in 1942 after 21 years' service as Puget Sound pilot for their famous joint refrigerator ship service to Europe. In the testimonial the great British and Dutch corporations voiced a stirring tribute to him not only as a pilot but also as "a friend" and as "a wise counselor." That threefold function of pilot, friend and counselor was maintained by Capt. Lovejoy in his relations with all visiting shipping during his long career. Yes, the Sound owed much to him. He gave us a good name.

There are shipmasters and shipowners all over the world and of many different flags, who will mourn the passing of our dear old pilots.

We have lost a man who was a great friend, a colorful and dynamic personality, an unexcelled symbol of the Sound port—a mariner of the first calibre, a steadfast, loyal American citizen who loved the ships and the tidal seas. Our old pilot has crossed the bar, homeward bound.

Those Red Sea Profits

ALL this debate over the profits made by 81 American ships in Red Sea voyages in 1941, with war supplies and equipment for the British army in Egypt, has most of the public rather bewildered. In sending their ships into the Red Sea under charter to the British, American shipowners stepped out on very thin ice. They took the risk of losing their vessels in attack by German submarines or other Axis action. As it happened the nerve-racking voyages were successful in delivering the sorely needed shipments to the gallant British Eighth Army which later drove the German legions out of Egypt and chased them

(Continued on Page 8)

Weyerhaeuser Remits Part of Red Sea Profit

(Continued from Page 3)
its refund. One other company has already indicated its willingness to comply with the November adjustment, the commission stated.

In transmitting payment to the Maritime Commission the accompanying letter from the Weyerhaeuser company stated in part:

"While we believe no criticism could attach to the commission, to the Lease-Lend Administration, or to the operators by the reason of the fixing of the charter rates applying to these voyages, the profit results, which could not reasonably have been anticipated, were such that we feel we can not in good conscience refrain from responding to a suggestion made by you (Admiral Land) some time ago to a group of operators, (not including ourselves, although the situation was applicable to our situation), that restitution be made upon space rates which in your judgment would have resulted in adequate profits.

"We reached this conclusion despite the fact that the charters were not with or for the account of the United States but with the British Ministry of War Transport; that all of the charters were entered into and largely performed prior to the involvement of the United States in the war; that there was no unfairness in the making of the charters or the fixing of the charter rates; and that, there being no legal means whatsoever whereby restitution might be enforced, any such adjustment would be wholly voluntary on our part.

"In your conference with the group of Red Sea operators, you suggested that voluntary restitution based on any one of three alternative methods of computing charter hire would be satisfactory. We have computed the amount of charter hire which would have been paid this company under the second of those alternatives, to-wit: 60 cents per ton on 80 per cent of capacity."

In its news release on the Weyerhaeuser development, the Maritime Commission says: "Since the hearings before the House subcommittee, the Maritime Commission and the War Shipping Administration have continued negotiations with the various steamship operators in an effort to induce such voluntary action as has been taken by the Weyerhaeuser company. These negotiations will be

continued further."

The Maritime Commission's statement explains further: "The Red Sea operations were the result of action by the commission under directive from the President to assemble a pool of two million tons of merchant shipping for use in the national defense effort. This action was taken prior to Pearl Harbor. The commission was directed to make available to the British Ministry of War Transport enough tonnage to carry out an urgent task of military supply in North Africa. The high profits resulted because the actual experience with the Red Sea venture proved that the hazards of war were not so great as had been feared, that delays encountered were not extensive on the average, and that the operators obtained return cargoes with comparative ease and in substantial volume. The time element which loomed so large when the voyages were undertaken did not prove a material handicap in the majority of cases. As a result, the returns to most of the operators whose ships made the Red Sea voyages were out of line with what had been anticipated."

The background of the Red Sea profits controversy was this: Under charters arranged through the Maritime Commission, 81 American merchant ships sailed from the United States in 1941 with Lease-Lend cargoes for the British Army in Egypt. The rates were fixed by the commission and accepted by the shipowners. The cargoes in question played an important role in defeating and chasing the Axis army out of Egypt.

In the hearings before the House subcommittee Roscoe H. Hupper, counsel for the Luckenbach steamship interests, declared that the profit figures as made public, were before depreciation and taxes. Attorney Hupper said: "Earnings net, after taxes, when we consider the problem of replacement from earnings, were modest, indeed. Unless shipping companies can build up replacement reserves, and that is possible only from profits, after this war the American merchant marine will again be in the losing end in commercial competition as it was after the last war."

In a few months even the military writers will have forgotten how to spell Rommel's name.

Well, well, so the great and mighty Afrika Korps did not choose to die in battle!

Mussolini must now curse the day he stabbed France in the back when she was facing the Nazi barbarians.

Walk humbly this year in the sight of the Lord and pray, is the best advice yet given bureaucrats.

Pacific Coast Wooden Steam Schooners

1884 - 1924

(Continued from Page 2)
information concerning this vessel has yet come to light.

Aurelia, 424 tons, with 550-M feet lumber capacity, was built at Prosper, Ore., by G. Ross. She had a compound engine from the Fulton Iron Works. She was owned until 1906 by Rogers & Russell, San Francisco, and then by Frank W. Trower. In 1916 she was taken over by the Pacific Coast Co., passing three years later to the Pacific Steamship Co., Tacoma. She is out of registry in 1920.

Centralia, 487 tons, was built by J. W. Dickie & Sons at Alameda for Thomas Pollard, San Francisco. Carrying 575-M feet of lumber, she had a 475-hp triple expansion engine from the Golden State & Miners Iron Works. In 1920 she was sold to M. C. Mason, San Francisco; five years later to the Bayside Redwood Co.; while in 1930 she went under Panamanian registry.

Prentiss, 406 tons, was built at Oakland by W. A. Boole & Son for George D. Gray, San Francisco. She had a 400-hp compound engine from the Fulton Engine Works, and carried 400-M feet of lumber. The Prentiss was owned from 1903 to 1906 by the California & Oregon Coast Steamship Co., next being operated by the Pacific Lumber Transportation Co. In 1917 she was bought by A. F. Mahony, San Francisco, who sold her to Mexican owners in 1934. The Prentiss arrived from Ensenada at Los Angeles in July, 1935, and was then laid up at the Los Angeles Shipbuilding Drydock Co. yards, where she was dismantled in August, 1940.

Redwood City, 258 tons, was also built by Dickie at Alameda. She had a lumber capacity of 230-M feet and a 250-hp compound engine made by the United Engineering Works. She was built for A. W. Beadle, San Francisco, but was sold in her first year to the Alaska Packers Association, who renamed her the Unimak. The Packers sold her in 1918 to H. A. Richardson, San Francisco. The Unimak was laid up at San Francisco after arrival from Crescent City in October, 1936. In May, 1940, she was sold by a U. S. marshal to H. G. Hilton of Modesto, Calif.

Santa Monica, 497 tons, was built at San Francisco in 1902 by W. F. Stone for J. R. Hanify of that port. With a 400-hp compound engine from the Fulton Iron Works, she

carried 550-M feet of lumber. She was bought in 1937 by Hobbs, V. & Co., and was laid up at San Francisco in October, 1938.

(Continued Next Week)

CUSHING, LINTNER HOLD CONFERENCE

To confer with ship operators the Seattle district, John E. Cushing, assistant deputy war shipping administrator, and A. R. Lintner, Pacific Coast director of the War Shipping Administration, arrived here Tuesday evening coming from their headquarters in San Francisco. Mr. Cushing is on leave of absence from the American-Hawaiian Steamship Company of San Francisco, of which he is president, and Mr. Lintner is on leave of absence from the American Mail Line of Seattle, of which he is vice-president and general manager.

URUGUAY TO BUY DAMAGED WHEAT

The Bank of Uruguay has been authorized to purchase and maintain reserve stocks of foreign wheat because of a shortage due to drought according to the Department of Commerce. Importation of 10,000 tons of middlings has been authorized and the bank is empowered to acquire a maximum of 20,000 tons of domestic wheat. Damaged wheat will be purchased as a matter of economy.

Eisenhower, Alexander, Montgomery and Patton, four of a kind that beats any cards Hitler has on the deck!

Vessels of the McCormick Fleet, pioneers in the intercoastal and coastwise services, are now integral links in the Nation's wartime effort and while we cannot serve you directly as in past years, there will be a time when our ships return to resume handling your shipments with care and dispatch.

**McCormick
Steamship Company**

(Division of Pope & Talbot, Inc.)

PIER 8, FOOT OF MAIN ST., SEATTLE
ELiot 4630

FOSS TUGS ARE "ALWAYS READY"

TACOMA

SEATTLE

PORT ANGELES

BELLINGHAM

Pacific Coast Wooden Steam Schooners

1884 - 1924

By JOHN LYMAN

Maritime Research Society of San Diego

(Continued from Last Week)

The Pacific Coast built five wooden steam schooners in 1903 and eight in 1904, as detailed in the following list:

1903

Clallam, 672 tons, was built in 1903, but so far the place has not been traced. She was wrecked in a gale on Discovery Island, Washington, January 9, 1904, with the loss of 51 of the 88 persons on board.

Elizabeth, 363 tons, was built at San Francisco by W. F. Stone. She had a 350 h.p. compound engine supplied by the Fulton Iron Works, and a lumber capacity of 400-M feet. She was owned until 1927 by Emil T. Kruse, San Francisco, then passing to Hobbs, Wall & Co. The Elizabeth arrived at San Francisco from Eureka in April, 1939, and was laid up.

James H. Higgins, 382 tons, was built by John Lindstrom of Aberdeen, Wash. She had a lumber capacity of 400-M feet. In 1917 she was bought by Olson & Mahony, San Francisco, and renamed *Girlie Mahony*. On December 23, 1919, she was wrecked without loss of life at Albion Harbor, Calif.

Pomo, 368 tons, was built by the Bendixsen Shipbuilding Co., at Fairhaven, Calif., in 1903 for the Albion River Steamship Co., San Francisco, under the management of Swayne & Hoyt. She carried 300-M feet of lumber and had a triple-expansion engine built by the Montague Iron Works. The Pomo foundered off Point Reyes, Calif., December 31, 1913, the crew being rescued.

Shasta, 722 tons, was built at Hoquiam, Wash., by G. H. Hitchings for the E. K. Wood Lumber Co., San Francisco. She was fitted by the Fulton Works with a triple-

expansion engine. The Shasta was wrecked October 5, 1906, on Point Conception, Calif., one man of her crew of 16 being drowned.

1904

Bee, 601 tons, was built by John Lindstrom at Aberdeen, Wash., for Fred Linderman of San Francisco, who incorporated her as the Bee Steamship Company. She had the ancient compound engine of 350 h.p. that had been built in 1882 for the Crescent City by W. Deacon, San Francisco, and had been salvaged from her wreck in 1903. The Bee carried 600-M feet of lumber. In 1906 she was bought by the Western Steamship Co. and renamed *Westerner*. In 1909, while running with coffee from Central America to San Francisco, she started a bad leak. The green coffee became soaked, and swelled, bursting the deck. She was eventually towed to Salina Cruz and finally to San Francisco, where she was put back in service in 1919 as the *San Mateo*, owned by the American Finance & Commerce Co. She drops from registry in 1923.

Cascade, 504 tons, was built by the Bendixsen Shipbuilding Co. at Fairhaven, Calif., for the C. R. McCormick Lumber Co. of San Francisco. She had a triple-expansion engine of 450 h.p. furnished by the Fulton Iron Works. The Cascade was incorporated as a single-ship company under the McCormick management until 1909, when she was sold to the Interisland Steam Navigation Co. of Honolulu, who renamed her the *Waialeale* for inter-island freight service. She was sunk in collision with the schooner *Kitsap* in Kauai Channel, March

21, 1919, her crew of 38 being rescued.

F. A. Kilburn, 997 tons, was built at Fairhaven by the Bendixsen Shipbuilding Co. She was a passenger-carrying steam schooner with a 1000 h.p. triple expansion engine from the Fulton Iron Works. She was first owned by the Watsonville Transportation Co. of San Francisco, who operated her as a produce packet between Monterey Bay and San Francisco. In 1910 she came under the ownership of the Maritime Investment Co., and two years later was acquired by the North Pacific Steamship Co. Early in 1917 they sold her to Thomas Crowley and Andrew F. Mahony of San Francisco. The F. A. Kilburn was burned off American Shoals Light on the Florida Coast, June 14, 1918.

Harold Dollar, 915 tons, was built by the Bendixsen Shipbuilding Co. at Fairhaven, for the Dollar Steamship Co. She was fitted to carry passengers, had a lumber capacity of 975-M feet, and had a triple expansion engine of 500 h.p. from the Risdon Iron Works. In 1910 the Harold Dollar was transferred to the Graywood Steamship Co. and renamed the *Graywood*. She foundered without loss of life off Umatilla Lightship, on the Oregon Coast, October 25, 1915.

Helen P. Drew, 286 tons, was built at Hoquiam by G. H. Hitchings for the L. E. White Lumber Co. of San Francisco. She carried passengers, 280-M feet of lumber, and was fitted by the Fulton Iron Works with a 235 h.p. compound engine. In 1917 she was acquired by the Goodyear Redwood Co., in the early '30's by the Beadle Steamship Co.; and a few years thereafter by the Gardenia Packing Co. of San Francisco, who fitted her as a floating sardine reduction plant. She was laid up at San Francisco in September, 1936.

Northland, 845 tons, was built by the Bendixsen Shipbuilding Company at Fairhaven, California, for E. J. Dodge, San Francisco. Her engine, a triple expansion of 664 h. p., was supplied by the Fulton Iron Works, and she carried 900-M feet of lumber. In 1917 she was

sold to Fred D. Parr, and the following year to the Albers Brother Milling Company, both of San Francisco. In 1921 the Northland was acquired by the Atlas Steamship Company, and on July 21, 1927, she was sunk without loss of life through collision with the British steamer *Pacific Trader* in San Francisco Bay.

Norwood, 760 tons, was a passenger-carrying steam schooner of 875-M feet lumber capacity, built at Winslow, Washington, by the Hall Brothers Marine Railway & Shipbuilding Company for Sudder & Christenson, San Francisco. She had a triple expansion engine of 675 h.p. furnished by the Fulton Iron Works. In 1916 the Norwood was sold to the Pacific-American Fisheries Company of Bellingham and had a shelter deck added, increasing her tonnage to 1323. She was scrapped about 1933.

Vanguard, 358 tons, was built by John W. Dickie at Alameda for the E. J. Dodge Company, San Francisco, and had a lumber capacity of 370-M feet, also being fitted for passengers. She had a triple expansion engine of 450 h.p., built by the Fulton Iron Works. The Vanguard was sold in 1922 to H. A. Richardson, San Francisco, and in the '30's to Charles H. Higgins, who owned her in 1941.

(Continued next week)

OTTER-TRAWLERS LAND HEAVY CATCH

Nearly 800,000 pounds of fish was landed in Seattle last week by the local otter-trawl fleet, a heavy increase over the deliveries of the previous week, according to the offices of the United States Fish and Wildlife Service. More than half the catches was composed of sole. Halibut receipts from the banks fell off last week, with only 22 vessels arriving from the banks and bringing a total of 504,500 pounds compared with nearly 800,000 pounds the previous week. Fourteen carloads of fresh fish were shipped east from Seattle last week as against 26 carloads the previous week.

Preservo



Swanfeldt Tent & Awning Co.
Los Angeles, Calif.

Waterproofs and Preserves Canvas

On ship board, on the dock, there are a thousand uses for canvas and paulins, and Preservo offers the means of making all of this material absolutely waterproof and enables it to render one hundred per cent duty, both from the standpoint of protection and that of canvas life. Preservo treated canvas is unaffected by either fresh or salt water. Beating storms cannot force their way through it. It protects under all weather conditions. Ice will not cling to it. Tropical moisture and its rot and mildew will not affect it. As a money saver, as an economy measure, its use is imperative on all paulins, sails, nets and other canvas used on ship board or on shore.

Pacific Coast Distributors

Geo. Broom,
Pier 8, Foot of Pike St.
Seattle, Washington

C. Solomon, Jr.
314 Battery St.
San Francisco, Calif.

Pacific Coast Wooden Steam Schooners

1884 - 1924

By JOHN LYMAN

Maritime Research Society of San Diego

(Continued from Last Week)

Ten wooden steam schooners were built on the Pacific Coast in 1905, as detailed in the following list:

1905

Coaster, 579 tons, was built by John Lindstrom at Aberdeen, Washington, and was a steam schooner with a compound engine of 400 h.p. and 700-M feet capacity. In 1914 she was owned by Charles H. Higgins, San Francisco, and in 1918 was sold to the Caoba Corporation, New York, who renamed her the Caoba. In 1920 she came under the ownership of Sudden & Christenson, San Francisco. She was wrecked near Columbia River Light, February 5, 1925.

Cornell, 837 tons, was built at Winslow, Washington, by the Hall Brothers Marine Railway & Shipbuilding Company. She was fitted to carry passengers, had 900-M foot lumber capacity, and a triple expansion engine of 450 h.p. from the Risdon Iron Works. She was sold brand new to Ira J. Harmon, San Francisco, who renamed her the J. B. Stetson. In 1911 she was bought by the Hicks-Hauptman Lumber Co., in 1917 by the Pacific Mercantile Marine Co., and in 1923 by the A. B. Johnson Lumber Co. She was wrecked at Cypress Point, below Monterey, California, September 2, 1934. The crew of 19 were rescued by the cutter Daphne.

Daisy Mitchell, 612 tons, was built for W. A. Mitchell, San Francisco, by the Bendixsen Shipbuilding Company of Fairhaven, Calif. She carried passengers and 700-M feet of lumber, and had a compound engine from the United Engineering Works. In 1906 she was transferred to the North Coast Steamship Co., and in 1915 was bought by Standard Oil of California, who renamed her La Primera and increased her tonnage to 1083. In 1920 she was owned by James Jerome, San Francisco, and four years later dropped from registry.

Johan Poulsen, 650 tons, was built by George J. White at Everett, Wash., for a single-ship company of San Francisco. She carried 800-M feet of lumber and had a triple expansion engine of 500 h.p. from the United Engineering Works. In 1920 she was taken over by William Chatham, San Francisco, and in 1925 by the Loop Lumber Co.

Mayfair, 670 tons, was built by John Lindstrom at Aberdeen, Wash., in 1905. She carried 800-M feet of lumber, and was fitted by the Fulton Engine Works with a

compound engine of 350 h.p. In 1917 she was owned by the Leader Steamship Co., San Francisco; a year later passed to James Jerome; and in 1920 to the Charles Nelson Co. She was scrapped in 1936.

Oakland, gas schooner of 146 tons, was built by Kruse & Banks at Marshfield, Oregon, for their own ownership. She had an oil motor, carried passengers, and had a 175-M foot lumber capacity. The Oakland was wrecked without loss of life in Dry Bay, Alaska, October 23, 1912.

Ravalli, 998 tons, was built at Fairhaven in the Bendixsen shipyard for the Hammond Lumber Co. She had a triple-expansion engine built by the Fulton Engine Works, and could carry 840-M feet of lumber. In 1911 the Ravalli was transferred to a single-ship corporation of San Francisco, and in 1916 to the Pacific Coast Co., who added a shelter deck and increased her tonnage to 1305. She was burned in Lowe Inlet, Alaska, June 14, 1918.

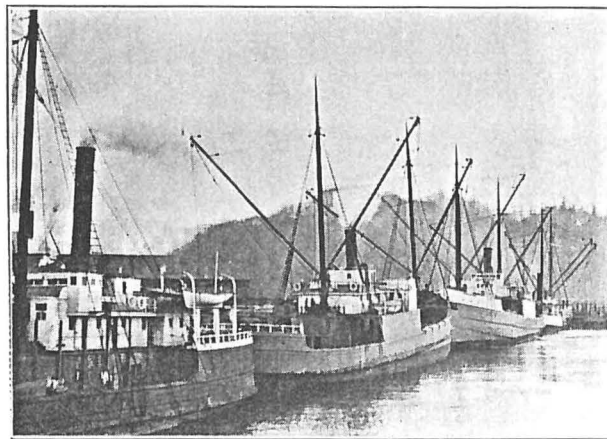
Sea Foam, 339 tons, was built by John Lindstrom at Aberdeen, Wash. She carried 250-M feet of lumber and was equipped with a 500 h.p. compound engine by the Willamette Iron & Steel Works of Portland, Ore. Her first owner was George S. Beadle, San Francisco, who sold her within two years to Henry Templeman of that port. In 1911 she was acquired by Charles H. Higgins, who owned her until her loss, February 23, 1931, on Point Arena, Calif.

Sotoyome, 534 tons, was built at Albion, Calif., in 1905, by Andrew Peterson for the Albion Lumber Co. She was a three-masted gas schooner with a lumber capacity of 750-M feet and had two 3-cylinder Union gas engines burning crude oil and driving twin screws. She had a short career, though no record of her fate has been turned up.

Wasp, 563 tons, was built by the Bendixsen Shipbuilding Co. at Fairhaven, Calif., for the Wasp Steamship Co., managed by Fred Linderman of San Francisco. She had a compound engine from the United Engineering Works, and carried 700-M feet of lumber. During World War I she was chartered for the Central America mahogany trade in the Gulf of Mexico, and during that period capsized and was abandoned. She was later towed in by the Fort Bragg, righted and refitted, only to burn in Pensacola Bay, June 19, 1919.

(Continued next week)

IN THE BIG DAYS OF STEAM SCHOONER



The above picture, taken about 20 years ago, shows several of the Coast's steam schooners loading lumber in Grays Harbor. The photo was one of many snapped by Hugh M. Delanty of the Grays Harbor Stevedore Company who has done much to preserve the data on the Coast's steam schooners. Incidentally Mr. Lyman's compilation is being received with eager interest in all the Coast ports.

GRACE ENLARGING ITS OCEAN FLEET

With the fast ocean carriers it has now under construction or planned, plus new ships already built, the Grace Line will enter the next peace era with at least 50 per cent more tonnage than it had the day of the Pearl Harbor attack, it is disclosed by D. Stewart Iglehart, president of the company, New York. The company has built or is building 14 fast, geared-turbine cargo ships of the Maritime Commission's advanced C-2 design. This is being done in cooperation with the commission's construction program. The Grace company this month is having its 50th anniversary, having been founded in 1893. Before America became involved in the global war, one of its fleets operated between the Pacific Coast ports and the South American West Coast ports.

E. B. EGBERT

Edward Barnes Egbert of the Hough & Egbert Company, consulting engineers and marine surveyors of San Francisco, died at Fresno, California, April 19, as a result of a stroke. He was well known in the Northwest. In 1914, he was assistant to the late Melville Dollar, president of the Canadian Robert Dollar Company of Vancouver, B. C., and in 1917 served as a supervisor of steel ship construction at Portland, Oregon, for the old United States Shipping Board. In 1918, he served as a lieutenant (j.g.) in the Navy. In 1919 he returned to Melville Dollar at Vancouver. In 1925 he joined with Edward S. Hough, Jr., in forming the firm of Hough & Egbert.

HALIBUT PACE SET BY SARDINE SEINER

The sardine seiner City of Seattle arrived from the banks Wednesday with 70,000 pounds of halibut, the largest catch brought here so far this season. She carries 11 men, so the catch figures out 6,363 pounds per man. Under the system in force in the halibut fishing fleet of this area, a limit of 4,500 pounds of fish per man per trip, is imposed, and a vessel must be tied up one day for every 200 pounds over that limit, in addition to the usual five-day lay-up between trips. The City of Seattle was one of several fishing vessels arriving Wednesday, the boats bringing a total of 225,000 pounds of halibut.

If General DeWitt is shifted from his present command because he opposes the return of Japs to the Coast, Democrats in Washington, Oregon and California can kiss good-bye to public office for the next 30 years at least.

Along the Seattle waterfront the U. S. Marines are held in increasing esteem because of their fine behavior when ashore here. That behavior is an old tradition with them.

MacArthur is a general who can write as well and as grandly as he can fight. He is an inspiration to all Americans.

That tremendous silence came from the street-corner experts who said the battleship belonged to the horse-buggy age.

Nero thought he was a great poet; Hitler thinks he has genius as a painter of pictures—just two blood brothers!

From his recent photographs, it appears Mussolini is fast losing his paunch as well as his nerve.

Pacific Coast Wooden Steam Schooners

1884-1924

By JOHN LYMAN

Maritime Research Society of San Diego

(Continued from Last Week)

The year 1906 was marked by great activity in the construction of wooden steam schooners on the Pacific Coast, 18 of these carriers being launched and completed, as follows:

1906

Berkeley, 571 tons, was built by John Lindstrom at Aberdeen, Wash., either in 1906 or 1907. She was wrecked 7 miles east of Point Conception, November 14, 1907.

Carmel, 633 tons, was built by John Lindstrom at Aberdeen in 1906. She carried 800-M feet of lumber and had a compound engine of 400 h.p. from the Fulton Iron Works. She was early owned by J. Homer Fritch, San Francisco, passing in 1912 to Sudden & Christenson, who scrapped her in 1931.

Casco, 569 tons, was built at Marshfield, Ore., by Kruse & Banks for Swayne & Hoyt, San Francisco. She carried 600-M feet of lumber. She was wrecked without loss of life near Piedras Blancas Light on the California coast, June 27, 1913.

Daisy Freeman, 613 tons, was built at Fairhaven by the Bendixsen Shipbuilding Co. for the Daisy Freeman Steamship Co., managed by S. S. Freeman of San Francisco. She was fitted with a compound engine of 425-h.p. by the United Engineering Works. In 1916 she was acquired by A. A. Moran; in 1918 by the Parr-McCormick Steamship Co.; in 1922 by Frank C. McPherson; in 1925 by the Charles Nelson Co., and in 1928 by W. S. Scammell, all of San Francisco. During the '20's she was on the run from San Francisco to San Simeon, hauling the materials for W. R. Hearst's great estate there. She was lost about four years ago.

Delhi, 986 tons, was built at Winslow by the Hall Bros. Marine Railway & Shipbuilding Co. for the Pacific Coast Co. She was fitted to carry passengers and could also stow a million feet of lumber. She had a triple expansion engine of 800-h.p. The Delhi was wrecked at Summer Island, Alaska, January 20, 1915.

Helene, 672 tons, was built at Hoquiam, Wash., in 1906 by G. F. Matthews for Emil T. Kruse, San Francisco, who scrapped her in the middle '30's. She carried 750-M feet of lumber and had a 450-h.p. compound engine from the Willamette Iron & Steel Works.

Hoquiam, 644 tons, was built at Fairhaven by Matthew Turner for

his own ownership in the Bendixsen yard, a portion of which he leased for the purpose. She had a compound engine of 400-h.p. from the United Engineering Works, and carried 750-M feet of lumber. In 1907 she passed to Capt. Turner's successors, Bowes & Andrews. Her last coasting voyage was in December, 1923, since which time she has been operated as a garbage barge by the Oakland Scavenger Co., taking the refuse from the city of Oakland beyond the Farallones and dumping it at sea.

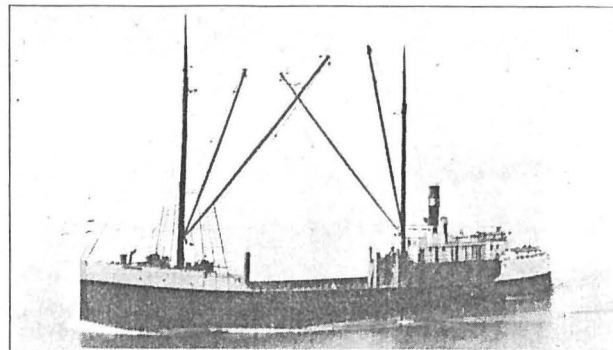
Hornet, 660 tons, was built at Aberdeen, Wash., by John Lindstrom for Fred Linderman, San Francisco. In 1917 she was sold to the Axim Transportation Co. of Pensacola, and two years later to the Mengel Box Co. of that port. In 1921 she returned to San Francisco under the ownership of S. E. Slade, in 1925 was sold to the Hawaii Meat Co., in 1926 to the Interisland Steam Navigation Co., and in 1928 was scrapped. She carried 750-M feet of lumber and had a compound engine of 400-h.p. from the United Engineering Works.

Jim Butler, 642 tons, was built in 1906, also by Lindstrom at Aberdeen. She carried 750-M feet of lumber, while her engine, a 350-h.p. compound, came from the Willamette Iron & Steel Works of Portland. She was first owned by Olson & Mahony, San Francisco, who transferred her in 1918 to the Jim Butler Steamer Co. She next became the Crescent City of Hobbs, Wall & Co., and was wrecked near Santa Cruz Light, on the California coast, July 7, 1927.

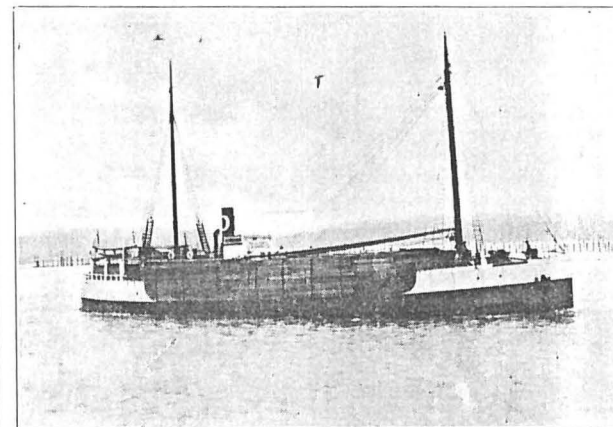
Quinault, 582 tons, was built at Aberdeen, also by John Lindstrom. She carried 650-M feet of lumber and was also fitted for passengers. Her compound engine was furnished by the Fulton Iron Works. The Quinault was owned by a single-ship company managed by the Hart-Wood Lumber Co. She was wrecked on Point Gorda, California, October 9, 1917.

Raymond, 595 tons, with 700-M feet lumber capacity, was built at Prosper, Oregon, by H. E. Heuckendorff for Sudden & Christenson, San Francisco. She had a compound engine of 425-h.p. built by the Fulton Iron Works. The Raymond was scrapped in 1931.

Svea, 618 tons, was built by the Bendixsen Shipbuilding Co. at Fairhaven, Calif., for Henry Wil-



THE CARMEL



THE TIVERTON

son of San Francisco. She had a 650-h.p. triple expansion engine from the Fulton Iron Works and carried 700-M feet of lumber. She was laid up in 1930 at Alameda and is still there.

Tamalpais, 574 tons, was built by McWhinney & Starrat at Hoquiam, Wash., for the E. K. Wood Lumber Co. of San Francisco. She was fitted to carry passengers, had a lumber capacity of 600-M feet, and had a 400-h.p. triple expansion engine made by the Risdon Iron Works. In 1924 she was acquired by the Little River Redwood Co., and was scrapped in 1931.

Thomas L. Wand, 657 tons, was built at Aberdeen by John Lindstrom for Olson & Mahony, San Francisco. She carried 750-M feet of lumber and had a compound engine made by the Fulton Iron Works. In 1914 she was sold to the Wilson & Fyfe Steamship Co. of New York and in 1918 to Horace Turner, Mobile. She came back to the West Coast after World War I, only to be wrecked south of Point Sur on the California coast, September 16, 1922.

Tiverton, 557 tons, was built by Hitchings & Joyce at Hoquiam for a single-ship corporation managed by J. O. Davenport, San Francisco. With a lumber capacity of 575-M feet, she was fitted with a 400-h.p.

compound engine by the United Engineering Works. She was wrecked in Humboldt Bay, March 13, 1933.

Washcalore, 323 tons, was a gas-engined vessel built at Marshfield, Oregon, by Kruse & Banks. She was wrecked on Cape Sebastian, Oregon, May 21, 1911.

Washington, 539 tons, carrying 600-M feet of lumber, was built at Seattle in 1906 by the Washington Marine Co. She had a second-hand compound engine of 480-h.p., was fitted for passengers, and could carry 600-M feet of lumber. The Washington was owned by her builders until 1911, when she was acquired by Olson & Mahony, San Francisco. In 1914 she passed to the Little River Steamship Co., dropping from registry about 1930.

Yosemite, 827 tons, was built by the Bendixsen Shipbuilding Co. at Fairhaven for the Yosemite Steamship Co., a single-ship corporation of San Francisco. She carried passengers and 850-M feet of lumber and had a triple-expansion engine of 750-h.p. installed by the Fulton Iron Works. In 1918 she was transferred to Pope & Talbot, and was wrecked near Point Reyes Light, February 7, 1926.

(Continued next week)

Buy War Bonds.

Pacific Coast Wooden Steam Schooners

1884 - 1924

By JOHN LYMAN

Maritime Research Society of San Diego

(Continued from Last Week)

The year 1907 witnessed the construction of 16 wooden steam schooners on the Pacific Coast as follows:

1907

Bandon, 642 tons, was built at North Bend, Ore., by Kruse & Banks for A. F. Estabrook, San Francisco. She carried 650-M feet of lumber and had twin screws driven by two compound engines of a total of 475-h.p., manufactured by the Marine Iron Works of Chicago. In 1910 she was acquired by the Oregon Transportation Co.; in 1917 by A. F. Mahony; in 1918 by the Fyfe-Wilson Lumber Co.; in 1919 by the Parr-McCormick Steamship Line, and in 1921 by the Moore Mill & Lumber Co., all of San Francisco. In the '30's she was bought by G. H. Wills, San Francisco. The Bandon left the Coquille River for San Francisco, February 8, 1941. The next day she was sighted in distress off Trinidad Head by the steamer Solana, which took off her crew, and the day following the wreck was picked up by the cutter Shawnee and towed to Coos Bay. There the Bandon was declared a constructive total loss and was sold to the Coos Bay Dredging Co. This was reported at the time as her sixth wreck.

Bee, 662 tons, carrying 700-M feet, was built at Aberdeen by John Lindstrom for the Bee Steamship Co., managed by Fred Linderman of San Francisco. She had a compound engine of 450-h.p. Linderman sold her in 1921 to the Hawaii Meat Co. The Bee was wrecked on the Island of Maui, between Nukuele and Kanahena Point, April 8, 1924.

Bowdoin, 756 tons, was built at Prosper, Ore., by H. Heuckendorff for the Bowdoin Steamship Co., San Francisco. She had a compound engine and a lumber capacity of 750-M feet. The Bowdoin was wrecked November 6, 1917, on False Cape, Nicaragua.

Capastrano, 648 tons, was built by John Lindstrom at Aberdeen, Wash., for J. Homer Fritch, San Francisco. She carried 750-M feet of lumber and had a compound engine of 450-h.p. built by the Willamette Iron Works. In 1911 she was bought by the CASpar Lumber Co. and renamed the Caspar. She arrived at San Francisco in December, 1925, from Caspar and was then laid up. In the '30's she was sold to the Alaska Salmon Co., but was apparently not put back

into service. She was scrapped in 1940 at Sausalito, on San Francisco Bay.

Claremont, 747 tons, was built by John Lindstrom at Aberdeen, Wash., for the Claremont Steamship Co., a single-ship company managed by Hart & Wood. She was wrecked without loss of life on Coos Bay Bar, May 22, 1915. The Claremont carried 750-M feet of lumber and had a triple-expansion engine.

Daisy, 621 tons, was built at Fair Harbor, Oregon, in 1907 for S. S. Freeman of San Francisco. She is out of registry in 1908.

F. S. Loop, 794 tons, was built at Marshfield, Ore., by Kruse & Banks for the management of the Loop Lumber Co. She carried 830-M feet of lumber and was originally fitted with a triple expansion engine of 500-h.p. by the United Engineering Works. In 1926 she was sold by the Loop Lumber Co. to William Chatham, San Francisco, and after other changes of ownership was acquired in 1937 by Dr. W. J. Ross, the pet-food canner of Long Beach, Calif. He scrapped the steam plant of the F. S. Loop, replacing it with a Liberty motor. The vessel was operated off the coast of Lower California, turning sea lions into dog meat under a concession from the Mexican government. She was laid up at Long Beach in 1938 and may still be there.

Grays Harbor, 659 tons, was built by John Lindstrom at Aberdeen, Wash., for Sudden & Christenson, San Francisco. She carried 700-M feet of lumber and had a compound engine of 500-h.p. supplied by the Willamette Iron & Steel Works of Portland, Ore. She was scrapped in 1931, having been under the Sudden & Christenson ownership for 24 years.

J. Marhoffer, 608 tons, was also built by Lindstrom at Aberdeen, Wash. She was owned by Olson & Mahony, San Francisco, and was wrecked 14 miles north of Yaquina, Oregon, May 18, 1910.

R. D. Inman, 717 tons, was built at Marshfield, Ore., by Kruse & Banks for a single-ship corporation of San Francisco. She was out of registry in 1909.

Shna-Yak, 839 tons, was built by the Hall Bros. Marine Railway & Shipbuilding Co. at Winslow in 1907. She had a lumber capacity of 900-M feet and a triple-expansion engine of 600-h.p. built by the Fulton Iron Works. The Shna-Yak

was managed by George E. Billings, San Francisco, until 1917, when she was sold to Sudden & Christenson, who renamed her first the Charles Christenson and later the Annie Christenson. She was scrapped in 1937.

Sibyl Marston, 1086 tons, was built by W. A. Boole & Son at Oakland for the Sibyl Marston Co., a single-ship corporation in which her builders, Capt. W. H. Marston, and Eschen & Minor were largely interested. She cost \$180,000 and was the largest wooden steam schooner built on the Pacific Coast up to her time. The Sibyl Marston was managed by W. A. Beadle & Co., and was wrecked on the beach at Surf, on the Southern California coast, January 12, 1909, with the loss of two lives.

Tahoe, 751 tons, was built by John Lindstrom in the Bendixsen shipyard at Fairhaven, Calif., for Bowes & Andrews of San Francisco. She has a compound engine of 400-h.p. built by the United Engineering Works, and formerly could carry 775-M feet of lumber. Since May, 1924, the Tahoe has been operated by the Oakland Scavenger Co., carrying Oakland's garbage to sea. It is claimed that she rammed and possibly sank a Japanese submarine off the Farallones in December, 1941.

Temple E. Dorr, 720 tons, carrying 825-M feet of lumber, was built at Hoquiam, Wash., in 1907. The name of her builder has not been preserved. She had a triple-expansion engine and was owned until 1911 by the Pacific Lumber Transportation Co., and after that time by the Hicks-Hauptman Steamship Co., both of San Francisco. The Temple E. Dorr was destroyed by fire 10 miles outside of Havana, Cuba, January 3, 1919, with the loss of four of her crew of 18.

Wellesley, 709 tons, was built at Prosper, Ore., by H. E. Heuckendorff, for a single-ship company managed by W. G. Tibbits, San Francisco. She had a lumber capacity of 800-M feet and had a compound engine of 425-h.p. made by the United Engineering Works. In 1920 she was sold to the Mexican Fruit & Steamship Co., New Orleans, but in 1925 came back to San Francisco under the ownership of J. R. Hanify. She was laid up at San Francisco in August, 1928, and was still at Sausalito in 1941.

William H. Murphy, 923 tons, was built at Hoquiam in 1907 for the Pacific Lumber Transportation Co. She probably came from the same shipyard as the Temple E. Dorr. She had a triple expansion engine and carried 850-M feet of lumber. She was sold in 1916 to the Mengel Box Co. of Pensacola, Fla., and Louisville, Ky., and was burned at Port-of-Spain, Trinidad, November 10, 1918.

Yellowstone, 767 tons, was built by the Bendixsen Shipbuilding Co., Fairhaven, Calif., for the McCor-

Editorial

THE ADDRESS given at the Seattle Chamber of Commerce last week by Eric A. Johnston, president of the Chamber of Commerce of the United States, is worthy of the most earnest study by all citizens. It was a notable utterance and the bulk of it given in this number of The Marine Digest. Mr. Johnston emphasized a number of great fundamental truths. He pressed home the lesson of all history that the destruction of free enterprise means the destruction of political freedom. He stressed the fact that the United States has not reached the limit of her economic development, but, instead, will continue to grow and expand, due to the opening up of new frontiers of the mind, and the utilization of scientific research. Many of our theorists take an opposite view, but it is to be remembered that a cabinet officer of the United States in the middle 1880's proclaimed the end of our economic growth, and also that a prominent economic writer in the 1890's held that America had reached her industrial limit in that decade. Neither the cabinet member nor the economist could foresee that the gasoline engine would open the gates to the upbuilding of a huge automobile industry and an equally huge airplane industry.

Nothing has yet happened to convince Mr. Johnston nor any other informed man that American initiative, ingenuity, and energy have yet exhausted themselves. Mr. Johnston banks on the frontiers of the mind and he is safe in doing it. There is only one point in his address which this publication would question and that is his acceptance of the allegation that "our frontiers of land have gone." The late Arthur Brisbane had facts to prove that the agricultural resources of Texas, if fully utilized, could feed the entire United States. Herbert Hoover, an eminent engineer, though a poor politician, reported years ago that Montana alone contained more mineral wealth than could be found in the continent of Asia. Hence we may conclude that both Texas and Montana, while socially and culturally advanced, are still in the frontier stage of economics. Also a great section of Wyoming awaits the pioneer.

(Continued on Page 7)

mick Lumber Co. In 1924 she was acquired by the Sudden Lumber Co., and she foundered in Humboldt Bay, March 1, 1933. She had a lumber capacity of 800-M feet and had a triple expansion engine of 700-h.p. from the Fulton Iron Works.

(Continued next week)

Pacific Coast Wooden Steam Schooners

1884 - 1924

By JOHN LYMAN

Maritime Research Society of San Diego

(Continued from Last Week)

In the years 1908 to 1911, inclusive, 20 wooden steam schooners were built on the Pacific Coast, as follows: 13 in 1908, one in 1909, two in 1910, and four in 1911.

1908

Carlos, 865 tons, was built at San Francisco in 1908 by Stone & Van Bergen for J. Homer Fritch of that port. She carried 850-M feet of lumber and had a triple expansion engine of 700 h.p. built by the Fulton Iron Works. In 1911 she was acquired by Olson & Mahony, and in 1917 by the Donovan Steamship Company. She was laid up at San Francisco in September, 1930.

Daisy, 679 tons, was built by J. H. Price at Bandon, Oregon, for the Daisy Steamship Co., managed by S. S. Freeman, San Francisco. She had a lumber capacity of 800-M feet, and was fitted with a compound engine of 375 h.p. by the United Engineering Works. In the early '30's Freeman sold the Daisy to Robert H. Elliott of San Francisco, who renamed her the Thomas H. Elliott; and a few years later she became the Redwood of the Hammond Lumber Co. She was abandoned on fire off Humboldt Bar September 18, 1939, the crew being rescued by the steamer Scotia.

Doris, 725 tons, was built at Raymond, Wash., by John W. Dickie for Emil T. Kruse, San Francisco. She had a triple expansion of 425 h.p. and carried 800-M feet of lumber. She was sold in 1917 to the Interisland Steam Navigation Co., Honolulu, who renamed her the Onomea, and scrapped her in 1925.

Fairhaven, 751 tons, and 750-M feet lumber capacity, was built by Kruse & Banks at North Bend, Ore., for J. E. Davenport, San Francisco. She had a compound engine of 450 h.p. The Fairhaven was abandoned sinking off the Mexican coast, in Latitude 19° 37' N, Longitude 105° 50' W, March 19, 1922.

Fifield, 634 tons, was built by Kruse & Banks for the management of Arthur F. Estabrook, San Francisco and had compound engines of 500 h.p., driving twin screws, carried 750-M feet of lumber, and was fitted for passengers. The Fifield was wrecked on the south petty of the Coquille River, February 21, 1916.

J. J. Loggie, 404 tons, was built at Bandon, Ore., by J. H. Price. She carried 425-M feet of lumber and had engines of 360 h.p. She

was wrecked on Point Arguello, October 19, 1912.

Katherine, 531 tons, was built at Fairhaven, Calif., by John Lindstrom in the Bendixsen shipyard. She had a lumber capacity of 500-M feet, and a triple expansion engine of 400 h.p., built by the Marine Iron Works of Chicago. The Katherine was owned during her entire sea career by the Redwood Steamship Co., San Francisco. She was laid up there in September, 1936, and was scrapped in December, 1940.

Majestic, 810 tons, was built in 1908 and was wrecked without loss of life on Point Sur, California, December 5, 1909. No further details of this vessel are at present available.

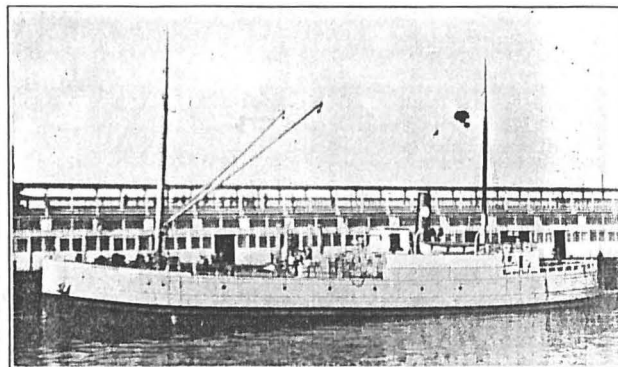
Saginaw, 886 tons, was built at Hoquiam by the Matthews Shipbuilding Co. for the Saginaw Steamship Co. of San Francisco. She had a 900-M foot lumber capacity, and was fitted by the Fulton Iron Works with a triple expansion engine of 750 h.p. The Saginaw was operated after 1918 by the Charles Nelson Co. She was laid up on arrival at San Francisco from Eureka in December, 1931, and was scrapped at Antioch in 1940.

San Jacinto, 614 tons, was built at Hoquiam by the Matthews Shipbuilding Co. for the E. K. Wood Lumber Co., San Francisco. She had a 425 h.p. compound engine made by the Union Iron Works, and carried 500-M feet of lumber. In 1935 she was acquired by the Border Line Transportation Co., Seattle, who renamed her the Border King, and have since operated her between Puget Sound ports and British Columbia.

Shasta, 878 tons, was also built at Hoquiam by Matthews for the E. K. Wood Lumber Co. She carried 900-M feet of lumber, and had a triple expansion engine of 500 h.p., also made by the Union Iron Works. She was scrapped in 1933 and her hull was made into a barge.

Shoshone, 646 tons, was built at Fairhaven, Calif., in the Bendixsen Shipyard, by William McDade. The yard was then under the ownership of John Lindstrom. She carried 700-M feet of lumber and had a triple expansion engine. She was owned by the Shoshone Steamship Co., managed by the McCormick Lumber Co. of San Francisco. In 1916 she was sold to the Interisland Steam Navigation Co., who renamed her the Hamakua, and she

MENTIONED IN LYMAN LIST THIS WEEK



The above picture bears no resemblance to the steam schooner San Jacinto, but the vessel was launched and operated for years as a vessel of that type, as told in this week's installment of the Lyman review on this page. She was bought in 1926 by the Border Line of Seattle and remodeled as a general cargo freighter, as shown in the picture. Later she was remodeled again, changing her appearance still further.

drops from registry the next year.

Willapa, 752 tons, was built at Raymond, Wash., probably by John W. Dickie, as she was identical in dimensions and engines to the Doris, built there by Dickie the same year. Her lumber capacity was rated at 850-M feet. The Willapa was owned by Sudden & Christenson, San Francisco, until 1916, when she was sold to New Orleans owners. She is out of registry in 1917.

1909

Klamath, 1083 tons, was built at Fairhaven in the Bendixsen shipyard, by and for the C. R. McCormick Lumber Co. She was fitted for passengers, and had a lumber capacity of 1100-M feet. Her engine, a triple expansion, was built by the United Engineering Works. The Klamath was wrecked on Fish Rock, near Point Arena, February 7, 1921, all her passengers and crew getting safely ashore.

1910

Fort Bragg, 705 tons, was built by J. H. Price in the Bendixsen shipyard at Fairhaven, California, which was then owned by the Hammond Lumber Co. She carried passengers and 850-M feet of lumber, and was fitted by the United Engineering Works with a triple expansion engine of 550 h.p. The Fort Bragg was owned by Charles H. Higgins, San Francisco. She was ashore at San Jose del Cabo, Mexico, in November, 1915, but was later floated and refitted. In 1928 she was sold to the San Francisco Iron & Metal Co., but was later sent back to sea, to be finally wrecked on Coos Bay jetty, September 7, 1932.

Nehalem, 632 tons, was also built by J. H. Price in the Bendixsen shipyard. She had a compound engine of 400 h.p., from the United Engineering Works, and could carry 800-M feet of lumber. The Nehalem was owned for a couple

of years by the Hammond Lumber Co., and was then sold to the Hicks-Hauptman Lumber Co., for whom she was managed by the McCormick Steamship Co. In 1917 she was acquired by the Pacific Mercantile Marine Co., San Francisco, and in 1924 by G. E. Billings & Co., of the same port. In 1926 she came under the ownership of the Crosby Fisheries of Seattle, and was scrapped in Puget Sound in 1937.

1911

A. M. Simpson, 774 tons, was built by the Kruse & Banks Shipbuilding Co. at North Bend, Ore., for the Simpson Lumber Co. She had a lumber capacity of 760-M feet, and was powered with a compound engine of 600 h.p., built by the Fulton Iron Works. In 1916 she was sold to the Buehner Lumber Co., San Francisco, who renamed her the Martha Buehner. The Stout Lumber Co. bought her in 1923. In the '30's she was sold to Los Angeles owners, and was laid up at Long Beach, where she was in use in 1940 as the "Long Beach training ship," training men for the merchant marine, particularly the mess department.

Daisy Gadsby, 818 tons, was built by the Matthews Shipbuilding Co. at Hoquiam, Wash., for the management of S. S. Freeman, San Francisco. She had a triple expansion engine of 550 h.p., built by the United Engineering Works. Her lumber capacity was 950-M feet. In 1937 she was sold by Freeman to Fred Linderman, and was laid up at San Francisco in December of that year.

Tillamook, 281 tons, was also built by Kruse & Banks for the Nehalem & South Coast Transportation Co., managed by Elmore & Co., Astoria. She had two 140 h.p. Frisco Standard gas engines, and could carry 300-M feet of lumber.

(Continued on Page 6)

SHIPYARDS

May Deliveries Set New Mark

In another record-breaking month for production, American shipyards during May delivered into service 175 new ships totaling approximately 1,782,000 deadweight tons, the Maritime Commission announces. This brings the total number of vessels constructed thus far in 1943 to 711, totaling 7,142,122 deadweight tons—only 35 ships less than the total production for the entire year of 1942, when 746 vessels were delivered.

Of the 175 ships delivered in May, 120 were Liberty Ships, 12 were C-type cargo; 12, coastal cargo; 12, commission tankers; 3, private tankers; 1, coastal tanker; 6, special type; 4, seagoing tugs; 1, concrete barge; and 4, ore carriers.

YARD ACCIDENTS SHOW DECREASE

Recording a decrease of 5.41 below the national average of 37.91 for 1942, a survey of shipyards holding Maritime Commission contracts made public by the commission reveals an average accident frequency rate of 32.5 for the first quarter of this year. The rate had declined from 34.1 in January to 31.4 in March. The survey was made in connection with the "Minimum Requirements for Safety and

Industrial Health," program sponsored by the commission and the Navy Department. The effectiveness of various safety programs can be compared by the use of the accident frequency rate, which is the number of lost-time injuries per 500 men per year. Considerably improved safety conditions in shipyards can be attained through better cooperation between management and labor in the nationwide program of safety and health which is aimed at eliminating many of the hazards currently existent in American shipyards.

ASSOCIATED WILL LAUNCH 2 TUESDAY

The 13th Naval District headquarters announces that two steel minesweepers will be launched for the British Navy by the Associated Shipbuilders of Seattle next Tuesday. E. L. Skeel, a member of the company's executive committee, will be master of ceremonies. The vessels will be christened H.M.S. Frolic and H.M.S. Garnet. The Frolic will be christened by 10-year-old Helen Mackenzie, daughter of W. G. Mackenzie, a vice-president of the Puget Sound Bridge & Dredging Company, and a member of the shipyard corporation's executive committee. The Garnet will be christened by 14-year-old Juanita March, daughter of Walter March, assistant copersmith foreman of the yard. Both minesweepers were built in the plant's graving dock, and will be towed to the outfitting wharf where the christening ceremonies will be staged.

Pacific Coast Wooden Steam Schooners

1884 - 1924

(Continued from Page 2)
In 1917 she was sold to the Grand Trunk Pacific Alaska Steamship Co., Seattle, and was enlarged to 424 tons, through addition of a shelter deck, subsequent alterations increasing her to 440 tons. She is out of registry in 1926.

Willamette, 903 tons, was built at Fairhaven, Calif., by the Bendixsen Shipbuilding Co., for the management of the McCormick Lumber Co. She carried 900-M feet of lumber, and was fitted with a 700 h.p. triple expansion engine by Moore & Scott of Oakland.

About 1930 she was sold to the California Whaling Co., who renamed her the California, and fitted her with gear for boiling down blubber and also with cold-storage space for whale meat, which was canned for dog food at Long Beach, Calif. In 1940, after several years of idleness, she was bought by the Oliver Olson Co., and went back into the coasting lumber trade as the Susan Olson. She foundered off the southern coast of Oregon in November, 1942, the crew of 25 being picked up.

(Continued next week)

42ND LAUNCHING AT TACOMA YARD

The aircraft carrier *Perdito* was launched Wednesday by the Tacoma plant of the Seattle-Tacoma Shipbuilding Corporation at a brief ceremony. Mrs. Bemis, wife of Capt. H. M. Bemis, U.S.N., chief of staff, 13th Naval District, christened the new warship. On the christening platform were Capt. Bemis; R. J. Lamont, president of the corporation; O. A. Tucker, vice-president and general manager of the Tacoma yard; George F. Kachlein, assistant general manager, and Acting Mayor Fawcett of Tacoma, and their wives. The *Perdito* is the 42nd ship launched by the Tacoma yard since its establishment in 1940.

LEATHER SHORTAGE IN GREAT BRITAIN

Shoe manufacturers in the United Kingdom are experiencing difficulty meeting production quotas because of the scarcity of sole leather, according to the Department of Commerce. The government has restricted the use of through soles and three-quarter through soles of heavier leathers to 75 percent of civilian production and authorized the use of lower grades. Labor shortages still impede full production.

Idealists talk of a better world after the war, but the world can never be any better than the people in it.

Buy War Bonds.

THE LANDLEY COMPANY, INC.

MANUFACTURERS OF BARCLAY GRAVITY AND STEWARD TYPE DAVITS

BETHLEHEM DAHL OIL-BURNER PARTS

FEDERAL COMPOSITION & PAINT CO. MARINE PAINTS FOR

STEEL AND WOODEN VESSELS

YORKSHIRE COPPER WORKS ALUMINUM BRASS CONDENSER TUBES

A. T. B. SHIELDS, Exclusive Northwest Agent

108 West Lee Street

Phone GARfield 0026

MARKEY MACHINERY CO., Inc.

DECK EQUIPMENT

AUXILIARY MACHINERY
MAIN 4679

MARINE REPAIRS
85 Horton Street, SEATTLE

AMERICAN MARINE PAINT CO.

Cape Cod Copper Compound for Wooden Hulls

Germicide Composition for Iron and Steel Hulls

101 Colman Dock, Seattle

Phone ELiot 2712

LAKE WASHINGTON SHIPYARDS

WOOD AND STEEL SHIPBUILDING AND REPAIRING

BOAT WORK

TWO MARINE WAYS

MACHINE SHOP

East Shore Lake Washington, One Mile South of Kirkland

Phone KIRKland MAIN 7

BALLARD MARINE RAILWAY CO., Inc.

SHIPBUILDING A SPECIALTY

Foot of Shilshole and 24th Aves. N. W., Ballard Station, Seattle

SUNset 0622

WARREN Pumps

RALPH L. DYER
SHARPLES Oil Purifiers

812 Insurance Building, Seattle

Kinney Pumps

Phone MAIN 3443

H. C. HANSON

Naval Architect and Marine Engineer

102 Colman Dock, Seattle

Phone: ELiot 3649

OLSON & WINGE MARINE WORKS

Shipwrights and Machinists — Marine Railway

4125 Burns Ave. N. W., Seattle

Phone: MEIrose 3156

ATLAS PACKING & RUBBER COMPANY

PACKING, BELTING AND HOSE
ENGINE ROOM SUPPLIES

63-65 Columbia Street, Seattle

Telephone ELiot 4697



SHIP SUPPLIES FOR
DECK AND ENGINE ROOM

Telephone MAIN 1573

PACIFIC Marine Supply COMPANY

1213-1223 WESTERN AVE. SEATTLE, WASH.

WINSLOW MARINE RAILWAY AND SHIPBUILDING COMPANY

Steel and Wood Ship Repairs — Drydocking up to 4000 Tons

Plant Phone: Port Blakely No. 8

Office: 655 Empire Bldg., Seattle, MAIN 3346

Pacific Coast Wooden Steam Schooners

1884 - 1924

By JOHN LYMAN

Maritime Research Society of San Diego

(Continued from Last Week)

Note by Marine Digest: Fuller details on the career of the steam schooner Tillamook, in Mr. Lyman's list last week of the vessels of that type built in 1911, were obtained this week. Due to the fact her name was changed in 1926, Mr. Lyman's summary of the vessel ended in that year. She, however, is still in active operation. In the 1911 list, the Tillamook summary should now read:

Tillamook, 281 tons, was also built by Kruse & Banks for the Nehalem & South Coast Transportation Co., managed by Elmore & Co., Astoria. She had two 140 h.p. Frisco Standard gas engines, and could carry 300-M feet of lumber. In 1917 she was sold to the Grand Trunk Pacific Alaska Steamship Co., Seattle, and was enlarged to 424 tons, through addition of a shelter deck, subsequent alterations increasing her to 440 tons. In 1926, the original Northland Transportation Company of Seattle bought the Tillamook and sent her to the Winslow yard in Eagle Harbor and had her hull cut in two and lengthened 32 feet and two 200-horsepower Fairbanks - Morse diesels installed in place of the gas engines. Also she was fully refrigerated for fresh fish carriage. She was then rechristened the Norco and returned to operation as a full cold storage motorship. In October, 1928, the vessel was acquired by the Ketchikan Cold Storage Company of Alaska from which she was bought last year by the Whiz Fish Company of Seattle. The Whiz company continues her in full operation in the North. Since 1926 her tonnage has been 615.

The year 1912 added six new steam schooners to the Pacific Coast fleet and in 1913 nine more were built and put into service.

1912

Avalon, 881 tons and 950-M feet lumber capacity, was built by the Matthews Shipbuilding Co. of Hoquiam, Wash. She was first owned by a single-ship corporation, the Hart-Wood Lumber Co., operating her after 1920. She was ashore on Cape Shoalwater, at the entrance to Willapa Harbor, April 29, 1925, and was floated only to be scrapped in 1927. The Avalon was fitted for passengers, and had a triple expansion engine of 650-hp.

Davenport, 911 tons, was built by Kruse & Banks at North Bend, Ore., in 1912 for J. O. Davenport, San Francisco. She had a lumber

capacity of 950-M feet and a triple expansion engine of 750-hp built by the United Engineering Works. The Davenport was sold in 1936 to A. B. Johnson, Jr., of San Francisco. In December, 1940, she lost her deckload off the Oregon coast and was towed to Astoria by the tanker Los Angeles; but she was put back in service in a month or two.

Multnomah, 969 tons, was built at Sauvie Island, Oregon, by the St. Helens Shipbuilding Co. for the management of the parent concern, the McCormick Lumber Co. She was fitted for passengers, and also carried a million feet of lumber. Her engine was a triple expansion job of 800-hp, furnished by the United Engineering Works. The Multnomah is out of registry about 1930.

Necanicum, 752 tons, was built by the Hammond Lumber Co. for their own account in the Bendixsen shipyard at Fairhaven, Calif. She had a compound engine of 450-hp from the United Engineering Works, and carried 830-M feet of lumber. In 1918 she was acquired by James H. Owen, San Francisco, in 1919 by the Brookings Commercial Co. of Marshfield, Ore., in 1924 by the California & Oregon Lumber Co. and in 1928 by A. F. Mahony, both of San Francisco. She has been owned recently by Robert E. Brook of that port.

Siskiyou, 884 tons, was built at Hoquiam by the Matthews Shipbuilding Co. for the E. K. Wood Lumber Co., San Francisco. She carried 1150-M feet of lumber and had a triple expansion engine of 800-hp, built by the United Engineering Works. The Siskiyou was acquired in the early '30's by the Hansen Transportation Co., Los Angeles, and later by George Abeling, San Francisco. She last went to sea in 1938 and was scrapped late in 1940. Her hull is now a breakwater at Point San Pablo, near Richmond, Calif.

Speedwell, 914 tons, was built at North Bend in 1912 by Kruse & Banks for A. F. Estabrook, San Francisco. She carried passengers as well as lumber, and had engines of 500-hp. The Speedwell was sold to the Otis Manufacturing Co., New Orleans, in 1918, and drops from registry in 1921.

1913

Celilo, 943 tons, was built at St. Helens, Oregon, by J. H. Price in

(Continued on Page 7)

EDITORIAL COMMENT

Shipowners Still Hold Sack

PRIVATELY-OWNED American ships are private property precisely on the same basis as your hat or your house or your automobile or your farm. When the Federal government finds it necessary to take over any of the properties enumerated, the owner is entitled to just compensation. Our Constitution is definite and specific on that point, and our people generally have the impression the Administration has been meeting its obligations. It has the money. From the sale of War Bonds and from the collection of taxes it has billions of dollars with which to pay its way in the war effort.

But the private American shipowner is left holding the sack for the whole nation.

Since 1941, the Federal government has requisitioned virtually the entire privately-owned American merchant marine. And to date it has not compensated the owners. The owners need the money, but they can't get it.

Why?

Because one branch of the Federal government takes one view and another branch takes a different view in respect to a clause in a law passed by Congress.

So all the owners have is a batch of receipts for their ships. Upwards of \$200,000,000 is due them, but they can't get it.

The two branches of government in question are the War Shipping Administration and the Comptroller-General's office headed by Lindsay Warren. The latter contends the shipowners should be compensated on the basis of the 1939 ship valuations. The WSA holds that the 1941 valuations form the proper and legal basis. Furthermore, the WSA points out that no act of Congress can override the guarantee of just compensation decreed by the Constitution. On that point the WSA is eternally right. After all, in spite of Frankfurter et al, the Constitution is still the Constitution, the fundamental law of the Republic, and Congress can do nothing that runs foul of its provisions. If the worst comes to the worst, the ship companies can go into the courts and get judgment for the huge amounts due them, but such a course means long delay; it might be years before the issue could be brought to a decision.

The Act of Congress responsible for the present hair-splitting difference of opinion in the Administration, is the act authorizing the Federal government to requisition merchant vessels in a national emergency. It contains the proviso that "in no case shall the value of the property taken or used be deemed enhanced by the causes necessitating the taking or use."

On September 8, 1939, the President issued a proclamation declaring a limited national emergency. Comptroller-General Warren rules that the ship valuations then existing put a ceiling on the prices to be paid now for vessels. On May 27, 1941, the President issued a proclamation of an unlimited national emergency and the WSA maintains that its requisitioning authority did not become effective until that date. Hence its position that the 1941 values form the proper basis for compensation.

The United States was at peace with the entire world in 1939 and American ship prices were depressed. Then Hitler plunged Europe into war, and as the conflict spread in the Old World, the demand for ocean tonnage increased with the result that ship prices strengthened . . . the old law of supply and demand. The price on both American and foreign ships went up. But that enhancement was not due to anything in the United States and, therefore, was no concern of our government.

The war in Europe also increased the foreign demand for our farm products, but no one would argue for a moment that the Federal gov-

(Continued on Page 7)

Pacific Coast Wooden Steam Schooners

1884 - 1924

(Continued from Page 2)
the St. Helens Shipbuilding Co. yard. She was owned by the McCormick Lumber Co., who likewise owned the shipyard. The Celilo was fitted for passengers, also carrying 900 M feet of lumber, and was powered with an 800-hp triple expansion engine built by the Main Street Iron Works of San Francisco. She was sold in the early '30's to Charles C. Gillespie of San Francisco, where she was laid up after October, 1938. In March, 1939, she was sold by the U. S. Marshal to the Intercoast Steamship Corporation.

Daisy Putnam, 886 tons, carrying 1100-M feet of lumber, was built for S. S. Freeman of San Francisco by the Matthews Shipbuilding Co. of Aberdeen, Wash. She had a triple expansion engine of 650-hp, made at the United Engineering Works. The Daisy Putnam was ashore on Point Arena in 1919, but was refloated, and was finally lost on Point Gorda, November 22, 1929.

Mary Olson, 848 tons, was built at Fairhaven, Calif., by the Hammond Lumber Co. in the old Bendixsen shipyard. She was owned by a single-ship corporation, and drops from registry in 1918. She was powered by the United Engineering Works with a triple expansion engine of 550-hp.

Merced, 994 tons, was built at St. Helens by J. H. Price in the St. Helens Shipbuilding Co. yard for the McCormick Lumber Co. She had a triple expansion engine. The Merced was lost on her second trip, October 15, 1913, five miles south of Point Gorda on the California coast.

O. M. Clark, 844 tons, was built by the Matthews Shipbuilding Co. at Hoquiam, Wash., for Charles H. Higgins, San Francisco. She had a triple expansion engine of 625-hp made by the United Engineering Works, and carried a million feet of lumber. She was burned at Lambert's Point, Virginia, October 27, 1918.

Rosalie Mahony, 953 tons, was built at Hoquiam by the Matthews Shipbuilding Co. for Olson & Mahony, San Francisco. In 1918 she was acquired by Fred Linderman, and her tonnage was increased to 1473 gross. In 1926 she was sold to Dodwell & Co., who renamed her the Border Queen, and transferred her to Canadian registry in 1930. She had a triple expansion engine

of 550-hp built by the United Engineering Works and carried a million feet of lumber.

San Ramon, 993 tons, was built at North Bend, Ore., by Kruse & Banks for E. J. Dodge, San Francisco. She carried a million feet of lumber and had a triple expansion engine of 800-hp, furnished by the United Engineering Works. In 1916 she was sold to the Parr-McCormick Steamship Line, and in 1917 to the San Ramon Steamship Co., both of San Francisco. In 1920 the Mexican Fruit & Steamship Corporation of New Orleans bought the vessel, and in 1924 she came back to San Francisco under the ownership of the Donovan Lumber Co., who renamed her the Katherine Donovan. In January, 1941, the Katherine Donovan was on her way to San Francisco from Grays Harbor. On the 22nd she reported herself in distress 35 miles off Blunts Reef Lightship. She later filled and settled until her main deck was awash and her back broken at the forward engine room bulkhead. The cutter Shawnee took off her crew, and the tug Sea Lion later picked up the hulk and started for port. The line parted that evening, January 24th, and the Katherine Donovan drifted onto a beach south of Humboldt Bay and went to pieces.

Solano, 943 tons, was built at Raymond, Wash., by Andrew Peterson. She had a lumber capacity of a million feet, and her triple expansion engine of 650-hp was built by the United Engineering Works. The Solano was owned by a single-ship corporation of San Francisco. After 1920 she was operated by the Hart-Wood Lumber Co., and in the '30's was bought by the Beadle Steamship Co. They sold her to Lawrence Philips, who resold her in 1940 to the Solano Steamship Co. of San Francisco.

Wilmington, 990 tons, was built by Kruse & Banks at North Bend, Ore., for the Charles Nelson Co., of San Francisco. She had a second-hand triple expansion engine of 500-hp originally built in 1906 by the United Engineering Works, and carried 1100-M feet of lumber. She is out of registry in the early '30's.

(Continued next week)

Every time a U. S. sub fires a torpedo, it costs \$10,000, but it's money well spent if it sends a bunch of Japs to hades.

EDITORIAL COMMENT

(Continued from Page 2)

ernment should now establish the old 1939 price level as the ceiling for 1942 and 1943 purchases of potatoes for our Army and Navy. Nor is the government trying to put a 1939 ceiling on wages in our industries. And what is right for one is right for all.

Elsewhere in this issue, The Marine Digest reproduces an article written by Basil Harris, president of the United States Lines, and published in the Journal of Commerce of New York. Mr. Harris touches on the issues outlined in the foregoing paragraphs and also maintains that American ship companies should be allowed to make a reasonable profit in this war period. He points out that when the war ends and peace returns to the world, the American ship companies must have the capital to finance their operations on the sea. That should be self-evident to all. If American shipowners are unable to finance themselves on an adequate scale to meet the competition of the private owners of other maritime nations, we are doomed to another sorry "retreat from the sea," such as we had in the 1920s following the first World War. Those who believe the American ship is assured of a great boom in the after-war period, are merely indulging in "wishful thinking." It is going to be a case of scratch gravel in a desperate attempt to keep our flag in the overseas routes.

Aside from that grave and critical outlook, however, the American shipowner not only is entitled to a reasonable profit in the war period, but he is also entitled to prompt payment of the \$200,000,000 now due him from the Federal government. The Constitution requires this.

Moreover, every principle of morality and equity requires it. As between right and wrong, there should be no hesitation in this day and age.

6,500 Former Seamen Back; More Needed

Through the combined efforts of the maritime unions, the press, radio and United States Employment Service, 6,500 experienced merchant seamen of all categories have been drawn back to the merchant marine from non-maritime occupations during the past year, the War Shipping Administration announced this week.

Speaking before a conference of union officials and operators in Washington, D. C., Marshall E. Dimock, assistant deputy administrator of the War Shipping Administration, in charge of recruitment and manning, declared that had these men not been recruited for service in the merchant marine, many ships would not have been manned, and America's strength abroad would be much less than it is now.

"Despite the excellent job of the unions, the operators, and the government, and despite the record of achievements which the seamen and officers are writing," Mr.

Dimock warned, "this is no time for complacency."

The American people, he said, must face the fact that over 13,000 experienced seamen have to be upgraded and many hundreds more now ashore have to be brought back this year, if the demands for personnel for the fast growing merchant fleet are to be met.

"A ship delay due to lack of adequate manpower, in these days when we are carrying the attack to the enemy, means a loss of time, effort and men which we cannot afford," Mr. Dimock said.

Vessels of the McCormick Fleet, pioneers in the intercoastal and coastwise services, are now integral links in the Nation's wartime effort and while we cannot serve you directly as in past years, there will be a time when our ships return to resume handling your shipments with care and dispatch.

McCormick Steamship Company

(Division of Pope & Talbot, Inc.)

PIER 8, FOOT OF MAIN ST., SEATTLE
Elliot 4430

FOSS TUGS ARE "ALWAYS READY"

TACOMA

SEATTLE

PORT ANGELES

BELLINGHAM

Pacific Coast Wooden Steam Schooners

1884 - 1924

By JOHN LYMAN

Maritime Research Society of San Diego

(Continued from Last Week)

Only two wooden steam schooners were built on the Pacific Coast in 1915, but there was a return of construction activity in 1916, nine being built in that year.

1915

Mukilteo, 1230 tons, was built at Raymond, Washington, by Andrew Peterson for the Charles Nelson Company of San Francisco. With a triple expansion engine of 850 h.p., made by the Main Street Iron Works, she had a lumber capacity of 1050-M feet. The Mukilteo was owned by the Nelson company until their vessel assets were liquidated in 1936, when she is listed as sold to Russian owners; but I believe she was broken up at Antioch, Calif., in 1937.

Wapama, 951 tons, with 1050-M feet lumber capacity, was built by the St. Helens Shipbuilding Co. at St. Helens, Oregon, for the C. R. McCormick interests. She was fitted at Oakland by Moore & Scott with a triple expansion engine of 825 h.p. The Wapama was sold by the McCormick company in the early '30's, and in 1941 was running to Alaska as the Tongass of the Alaska Transportation Company of Tacoma and Seattle.

1916

Daisy Matthews, 943 tons, was built by G. F. Matthews at Hoquiam, Washington, for S. S. Freeman, San Francisco. She carried 1100-M feet of lumber and had a triple expansion engine of 650 h.p. from the United Engineering Works of Alameda. The Daisy Matthews was under the Freeman management until 1940. On May 4th of that year she encountered heavy weather off Eureka while bound south from Coos Bay. She was abandoned by her crew after losing her entire deckload, and drifted ashore above Point St. George, a total loss.

Hartwood 946 tons, was built at Hoquiam by Matthews for the Hart-Wood Lumber Co., San Francisco. She had a triple expansion engine of 650 h.p. from the United Engineering Works, and her lumber capacity was rated at 1250-M feet. She was wrecked on Point Reyes, June 27, 1929.

Idaho, 994 tons, was built in the Aberdeen Shipbuilding Co. yard by Andrew Peterson at Aberdeen, Washington, for Wilson Brothers of San Francisco. She carried 1100-M feet of lumber and had a triple expansion engine of 600 h.p., built by the Main Street Iron Works, San Francisco. The Idaho

was laid up at San Francisco in July, 1929.

Oregon, 989 tons, was also built by Andrew Peterson at Aberdeen for Wilson Brothers. Her triple expansion engine of 550 h.p. came from Moore & Scott, but she was practically identical with the Idaho in other respects. The Oregon was laid up at San Francisco in August, 1929.

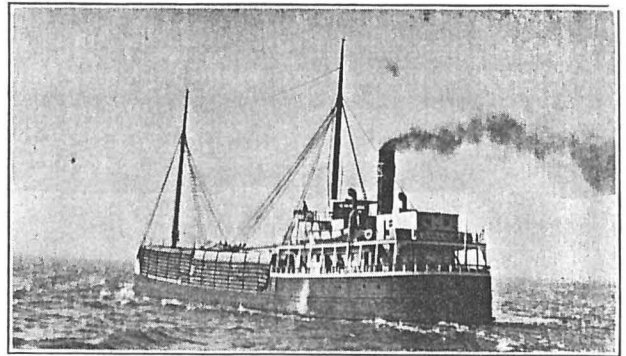
Port Angeles, 1358 tons, was built by Kruse & Banks at North Bend, Oregon, for the Charles Nelson Co., who owned her until she was sold to Russian owners in 1936. She had a lumber capacity of 1200-M feet, and was fitted by the Main Street Iron Works with a triple expansion engine of 900 h.p.

Santiam, 946 tons, was built at Fairhaven, California, in the old Bendixsen shipyard for the Hammond Lumber Company by William McDade. She carried 1200-M feet of lumber, while her 650 h.p. triple expansion engine was supplied by the Union Iron Works. The Santiam was sold about 1927 to Sudden & Christenson and was lost by fire at Aberdeen, Washington, October 14, 1936.

Sierra, 1034 tons, was built by the Matthews Shipbuilding Co. of Hoquiam, Wash., for the E. K. Wood Lumber Co., San Francisco. A conventional steam schooner in design, carrying 1200-M feet of lumber, and fitted with steam deck machinery, the Sierra had for her main power plant two 320 h.p. Bolinder diesels driving twin screws. In 1923 she was sold to S. S. Freeman, San Francisco, and in 1927 to Carl J. Lomen of Nome. She traded to Alaska until October, 1930, when she was laid up in Lake Union. In June, 1941, the Sierra was sold by the Northwestern Livestock Co., Juneau, to the International Trading Corporation, Seattle.

Stanwood, 1129 tons, was built by Kruse & Banks at North Bend for Bixby & Clark of San Francisco. She carried 1250-M feet of lumber, and was powered by the Main Street Iron Works with a triple expansion engine of 835 h.p. Launched July 15, 1916, the Stanwood was sold new to W. R. Chamberlin & Co., San Francisco. She was caught in the severe storms of December, 1940, reporting herself disabled 130 miles north of San Francisco on December 24th. The cutter Shoshone went after her, and after heroic efforts on the part of the coast guardsmen, suc-

MENTIONED IN LYMAN LIST THIS WEEK



STEAM SCHOONER OREGON

ceeded in towing the Stanwood to San Francisco three days later. The steam schooner was repaired and went back into service.

Wahkeena, 1030 tons and 1100-M foot lumber capacity, was built by Wilson Brothers at Astoria, Ore., and was launched on November 10, 1916. Her construction was sublet to Wilson Brothers by the St. Helens Shipbuilding Co., which was working to capacity at the time. The Wahkeena had a triple expansion engine of 800 h.p. from the Main Street Iron Works, and was managed by C. R. McCormick & Co. throughout her career. She was wrecked at Grays Harbor, January 24, 1929.

(Continued next week)

MONUMENT ERECTED TO SWEDE SAILORS

A monument in memory of Swedish seamen lost during the present war was dedicated in Mariesbergs Cemetery, Gothenburg, on June 18. Erected by the West Coast District, of the Swedish Shipowners' Association, it is of native gneiss. The names of the seamen are engraved on tablets of black Bohuslan granite. Speaking at a memorial service in Gothenburg on June 7, Commander Axel Ellis Bjorklund, chief of the West Coast Naval District, revealed that up to June 1, this year, a total of 1,172 seamen in Swedish service, including 335 foreigners, have lost their lives in this war, against a total of 690 during World War I. In addition, Sweden has lost 170 merchantmen, and 12 fishing vessels, totaling nearly 500,000 gross tons.

MacArthur's again carrying war to the Japs and let all hands buy War Bonds to help him.

The man who named it the Pacific Ocean was either an optimist or a most sarcastic gent.

So the Japs announce they have begun the "annihilation" of Americans and British. Do they mean they are murdering more prisoners?

Propellers To Help On Fourth

The Propeller Club, Port of Seattle, this week issued an appeal to its members to help in making Fourth of July festivities the coming week enjoyable for the men and women in uniform. The appeal follows:

"Fourth of July Week, thousands of boys and girls in uniform will be in Seattle, expecting to be entertained. The United States Army Recreational Camp, Jefferson Park, wants them to have some good clean fun.

"A Victory Fair is to be staged at Jefferson Park. A large Midway, carnival booths, spin wheels, string games, popcorn, peanut, and candy booths, etc. 'Phoney' money will be used in the Days of '49 Game Room; crap tables, games of chance, roulette wheels, etc. Carnival merchandise is all that can be won, a handful of carnival money is all that can be lost; it is all in fun, as a courtesy to the boys and girls in service.

"HELP is needed—man power and girl power—both sponsorship—and some good old Seattle spirit—to help the program along. You, your family, your office help, can assist with ideas and volunteer service by phoning Corporal Carnahan, Elliott 6602."

CONCORDIA PLACED IN KITSAP SERVICE

The recently organized Portage Bay Navigation Company has placed the motor-vessel Concordia in the run between two Kitsap County points, Poulsbo and Keyport, it was announced Thursday. In that route the new company took the place of the King Salmon Sport Fishing Company which operated the King Salmon. The Portage Bay company is headed by Capt. J. F. Boles of Seattle, and Capt. Leslie R. Windsor is secretary. Capt. H. N. Larkin commands the Concordia.

Pacific Coast Wooden Steam Schooners

1884 - 1924

By JOHN LYMAN

Maritime Research Society of San Diego

(Continued from Last Week)

Eighteen wooden steam schooners were built by Pacific Coast yards in 1917, thereby equaling the high record of 1906. The 1917 vessels follow:

1917

C. A. Smith, 1878 tons, was built by Kruse & Banks at North Bend, Oregon, for the C. A. Smith Lumber Co. There was some delay in obtaining her engines, so that she was operated for several years as a barge of 1500-M foot lumber capacity, finally receiving her engines about 1921. She was lost in Coos Bay on December 16, 1923, with 9 of her crew of 23.

Claremont, 1291 tons, was built by G. F. Matthews of Aberdeen, Washington, for the Hart-Wood Lumber Co., San Francisco. She carried 1350-M feet of lumber and was powered by the Union Iron Works with a triple expansion engine of 900-hp. The Claremont was in trouble in June, 1940, becoming waterlogged off Willapa Harbor after touching Grays Harbor Bar; but she was safely towed to port and in March, 1941, was renamed the Alwill.

Edna Christenson, 1497 tons, was built by Charles E. Fulton in the Wilmington Shipbuilding Co. yard at Wilmington, Calif., for Sudden & Christenson, San Francisco. Designed by D. W. & R. Z. Dickie, she was fitted by the Main Street Iron Works, San Francisco, with a triple expansion engine of 1150-hp. In December, 1917, she was sold for half a million dollars to the French Government, who renamed her Ghislaine. A few years later she came back to the West Coast under the ownership of Oliver J. Olson & Co. and the new name Whitney Olson. Late in 1939 the Maritime Commission approved her sale to the Canadian Transportation Co., Vancouver; but this fell through, and she was acquired instead by the McCormick Steamship Co. She got ashore on Clatsop Spit, December 16, 1940, but was floated and towed to Astoria by the cutter Onondaga.

Ernest H. Meyer, 1057 tons and 1200-M feet lumber capacity, was built at Astoria, Oregon, by Wilson Brothers, subcontractors for the St. Helens Shipbuilding Co. She was built for the McCormick interests, who planned to name her the Latourell, but just before launching she was sold to the Broughton & Wiggins Navigation Company of Portland, who christ-

ened her the Ernest H. Meyer. The Main Street Iron Works of San Francisco supplied her 855-hp triple expansion engine. The steam schooner was sold in the '30's to The Portland Steamship Company, Portland.

Flavel, 967 tons, was built at Fairhaven, California, by W. McDade in the Bendixsen Shipyard, which at the time was being operated by the Hammond Lumber Company, and she was owned by the Hammond Company during her 6 years afloat. The Flavel carried 1200-M feet of lumber and had a triple expansion engine of 650-hp built by the Union Iron Works. She was wrecked without loss of life at Point Carmel, California, December 15, 1923.

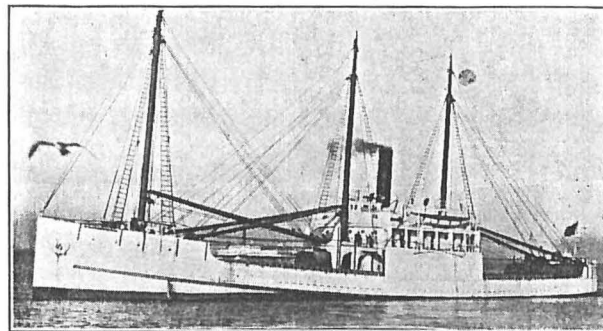
Florence Olson, 1185 tons and 1250-M feet lumber capacity, was built by the Kruse & Banks Shipbuilding Company, North Bend, Oregon, for Oliver J. Olson, San Francisco. She had an 800-hp triple expansion engine from the United Engineering Works. In 1925 she was sold to the Hart-Wood Lumber Co. and renamed the Willapa. She foundered off Gold Beach, Oregon, in the winter of 1941-2.

Frank D. Stout, 1113 tons, was built at St. Helens, Oregon, by the St. Helens Shipbuilding Company for the Brookings Commercial Company, San Francisco. She had a lumber capacity of 700-M feet, and was originally planned to have twin screws driven by Bolinder diesels; but instead was fitted by the Main Street Iron Works with a triple expansion steam engine of 600-hp. In 1925 she was transferred to the California & Oregon Lumber Company, and in 1928 was bought by A. F. Mahony, San Francisco. In the '30's she became the Cottoneva of E. H. Stahlbaum, San Francisco. The Cottoneva was wrecked through getting ashore in fog at Port Orford, Oregon, February 10, 1937.

Fred Baxter, 1294 tons, was built at North Bend by the Kruse & Banks Shipbuilding Co. for J. H. Baxter & Co., San Francisco. She had a triple expansion engine of 850-hp built by the Main Street Iron Works and carried 1250-M feet of lumber. She was scrapped by the Baxter Company in 1934.

Halco, 970 tons, was built in the Bendixsen shipyard at Fairhaven, California, by the Hammond Lumber Company for their own ownership, and was identical with the Flavel, above. She was wrecked at

MENTIONED IN LYMAN LIST THIS WEEK



STEAM SCHOONER PHYLLIS

Grays Harbor, Washington, November 30, 1925.

Horace X. Baxter, 1293 tons, was practically identical to the Fred Baxter, having also been built by Kruse & Banks for J. H. Baxter & Co. In 1937 she became the Port Orford of the Port Orford Lumber Co., and was sunk in Alaskan waters in December, 1942.

Johanna Smith, 1844 tons and 1350-M foot lumber capacity, was built for the C. A. Smith Lumber Company by Kruse & Banks at North Bend. Designed by Edward S. Hough of San Francisco, she was somewhat of an innovation in steam schooner circles, being intended to carry packaged lumber, and she was fitted with two 750-hp de Laval steam turbines, which were not completed until 1919, after she had been operated for two years as a barge by the Coos Bay Lumber Co. She was sold by the Coos Bay Lumber Company about 1927, and after various changes of ownership ended her days off Los Angeles as a gambling barge.

Lassen, 717 tons, carrying 700-M feet of lumber, was built at Hoquiam, Washington, by the Matthews Shipbuilding Company for the E. K. Wood Lumber Company of San Francisco. She was powered with two 350-hp Skandia-Pacific diesels, driving twin screws. The Lassen was laid up at San Francisco in July, 1932, and was later sold to W. T. Cleverdon there; but apparently she never went to sea again, being declared obsolete in December, 1937.

Lucinda Hanify, 1482 tons, was built at Wilmington, California, by Charles E. Fulton in the Wilmington Shipbuilding Company yard for the J. R. Hanify Company, San Francisco. A sister to the Edna Christenson, she was launched bow-first on July 10, 1917, and was sold new for \$500,000 to the French Government, who renamed her Utique. She came back to the West Coast after the War under her original name and was sold to Crowley & Mahony, San Francisco, in 1921, who renamed her the Thomas Crowley. In 1925 she be-

came the Jane Nettleton, under the ownership of A. F. Mahony, who scrapped her in 1937.

Phyllis, 1266 tons and 1250-M feet lumber capacity, was built at Aberdeen, Washington, by the Aberdeen Shipbuilding Company for the management of W. R. Chamberlin & Company, San Francisco. Her triple expansion engine of 800-hp was built by the Main Street Iron Works. She was wrecked one mile north of Mour Humbug, Oregon, while on her way from San Francisco to Portland March 9, 1936.

Robert C. Sudden, 1430 tons, was built by W. F. Stone at Oakland for Sudden & Christenson, San Francisco. She carried 1500-M feet of lumber and was engaged by the Main Street Iron Works with a triple expansion job of 950-hp. Launched March 17, 1917, she was sold new to the French Government, who renamed her the Hadrumete. She came back again to the West Coast under her original name, while in 1921 she was acquired by Crowley & Mahony, San Francisco, who renamed her John C. Kirkpatrick. In the '30's she was owned by the Ketchikan Steamship Co., Seattle, and later became the Cornelia of the Kitsap Lumber Co. She was laid up at Seattle in December, 1937, but in March, 1940, was put back into service by the Pacific Lumber Sales Co., under the new name West Coast. She was in distress off the Oregon coast in December, 1940, and put into the Columbia River for repairs.

Ryder Hanify, 1363 tons, was a sister to the Robert C. Sudden and was built by Stone for the J. R. Hanify Co., San Francisco, who sold her new to the French Government. They renamed her the Gabriel and in 1921 sold her back to the Oliver J. Olson Co., who renamed her the George L. Olson. The Maritime Commission approved her transfer in December 1939, to the Canadian Transportation Company, Vancouver, where the British were buying all available wooden vessels as one solution

(Continued on Page 7)

EDITORIAL COMMENT

(Continued from Page 3)
solidly with Gen. De Witt; we feel that we are fortunate we have him as commander.

If anyone had predicted a month ago that America would be treated to such an episode as the controversy between Henry Wallace and Jesse Jones, he would have been laughed at. The controversy is one of those almost incredible things that can develop in a free country. Here is what happened: Henry Wallace, vice-president of the United States and head of the Board of Economic Warfare, summoned the newspaper men and handed out to them a 24-page statement attacking Jones, head of the Reconstruction Finance Corporation and also a member of President Roosevelt's cabinet. He charged that Jones, as head of the R.F.C., had delayed the nation's war effort in that he would not approve all the Wallace plans for spending the taxpayers' money. In effect, Wallace impugned Secretary Jones' patriotism. Jones was somewhat restrained, as it were, in his answer to the attack, but the essence of his reply is that Wallace is a malicious liar.

So here we have the vice-president of this Republic giving to the newspapers a sensational attack on a member of the President's own cabinet, precipitating a bitter controversy. The point is to be emphasized that the newspapers did not importune Wallace for his statement; on the contrary they never expected such an outburst was in the offing and when it came it was dumped into their lap by the vice-president on his own volition. The length of the statement and the care with which it had been prepared showed that it was not the impulse of a moment but had been deliberately planned by Wallace for weeks if not for months.

Only last year President Roosevelt issued a specific warning that Federal officials must not air their differences in the newspapers. Accordingly, Wallace, in giving his statement to the newspapers, flouted the decision of his superior, the head of the nation, and he got away with it. If the President believes the Wallace attack justified, then he should fire Jones without delay. On the other hand, if he finds the attack unwarranted, he should administer to Wallace a rebuke so stinging that it will eliminate the vice-president as a factor

in public affairs. As between Jones and Wallace, there is growing evidence that public opinion is swinging steadily to the side of Jones. Wallace has been so extravagant and starry-eyed in many of his addresses that he has receded a long distance in public regard. For instance there was his statement in one of his South American speeches that he expected to see the whole world as one nation before he died. That struck the average citizen as cock-eyed, especially in view of the fact that nationalism in the United States is daily growing stronger, something that many Democratic and Republican leaders have overlooked.

AUSTRALIAN WOOL CLIP SHOWS DROP

The 1942-43 wool clip of Australia has been unofficially estimated at 3,483,000 bales, a decrease of about 173,000 bales compared with the preceding clip which is attributed in part to dry weather in some areas, according to trade reports reaching the Department of Commerce. The decrease is not actually as large as indicated by the statistics since each bale of the current clip is 10 to 12 pounds heavier than the clip for 1941-42. Wool earnings are expected to top those for the 1927-28 season and set an all-time new high record; 1941-42 consumption of wool in mills has increased and is above the high level of 1940-41. Curtailed production of civilian goods is expected to provide a backlog of demand which will insure a continuance of high output by the mills after government orders have been completed. Economy in the use of jute has averted a threatened shortage of baling material and prospects for baling are favorable for the 1943-44 season. Many second-hand packs were used and the increased weight of the bales effected a large saving.

Oldtime prizefight champs are making fine records in Army, Navy and Marine uniforms, proving the cauliflower is no cream puff.

Tacoma will deliver 35 Army and Navy ships of special types in the next 90 days. Hats off to her!

Every War Bond you buy
is a nail in Japan's coffin

Pacific Coast Wooden Steam Schooners

1884 - 1924

(Continued from Page 2)
to the problem of the magnetic mine; but the sale fell through when methods of immunizing steel vessels were developed.

Trinidad, 974 tons, was built by the Hammond Lumber Co. in the Bendixsen shipyard at Fairhaven, California. A sister to the Halco and Flavel, she carried 1200-M feet of lumber and had a triple expansion engine of 600-hp built by the Union Iron Works. In the early '30's the Trinidad was sold to Suden & Christenson. She was lost on Willapa Harbor Bar, May 7, 1937, all her crew of 22 except the mate, Werner Kraft, being rescued by the Coast Guard.

Virginia Olson, 1286 tons, was built by Kruse & Banks at North

Bend, Oregon, for Olson & Mahony, San Francisco. She had a triple expansion engine of 800-hp built at Alameda by the Union Iron Works. Like several other big steam schooners built in 1917, the Virginia Olson was bought by the French Government who renamed her the Yolande. In 1921 she came back to the Pacific under her original name and ownership, and in 1924 was bought by the E. K. Wood Lumber Co., who renamed her the Sierra. She is listed as having been burned at San Pedro on March 3, 1926; but there was a wood steamer schooner hull named the Sierra in use as a fishing barge at White Point, near San Pedro in 1938 which possibly was the same vessel (Continued Next Week)

MEXICO SHIPS MORE WINTER VEGETABLES

Shipments of fresh winter vegetables from Mexico during the 1942-43 season just closed totaled 8,810 carloads compared with 5,159 carloads during the 1940-41 season, according to the Department of Commerce. Growers anticipated increased demand from the United States and Canada and enlarged their plantings. Tomatoes accounted for 7,419 carloads of the shipments, and lesser quantities of green beans, peppers, string beans and eggplant were included.

BANANA TRADE

Independent banana growers in Honduras are turning to the cultivation of other crops because of decreasing exports, according to the Department of Commerce. Banana exports during April of this year totaled 209,444 stems compared with 1,131,723 stems in April, 1941.

Gen. Hugh Johnson could use language, but he had nothing on Jesse Jones of the R.F.C.

The enormous quantities of war equipment and supplies sent to Russia by America and England is one reason why a second front was not started months ago.

ARGENTINE POTATO CROP HITS SLUMP

Production of potatoes in Argentina this year is estimated at 35-600,000 bushels, or about 68 per cent of the quantity produced last year, according to trade reports reaching the Department of Commerce. The decrease is attributed to drought and reduced acreage planted because of low prices last year.

Talk of minority problems in the U. S. comes largely from self-appointed "minority" leaders.

It is now certain the Jap, in setting out to grab the Pacific map, is destined to lose his own map.

Years ago in Seattle a slingload of freight fell into the hold of a Jap ship, painfully injuring a crew member, and his fellow Japs laughed, as if it were a great joke. That's the Jap slant on suffering.

Vessels of the McCormick Fleet, pioneers in the intercoastal and coastwise services, are now integral links in the Nation's wartime effort and while we cannot serve you directly as in past years, there will be a time when our ships return to resume handling your shipments with care and dispatch.

McCormick
Steamship Company

(Division of Pope & Talbot, Inc.)

PIER 8, FOOT OF MAIN ST., SEATTLE
BLot 4630

FOSS TUGS ARE "ALWAYS READY"

TACOMA

SEATTLE

PORT ANGELES

BELLINGHAM

Pacific Coast Wooden Steam Schooners

1884 - 1924

By JOHN LYMAN

Maritime Research Society of San Diego

(Continued from Last Week)

(Note by Marine Digest: Any additional data or corrections on the vessels listed in this series will be welcomed by Mr. Lyman and The Marine Digest; such information will be given as an addenda. This week's installment completes the series.)

1918

H. B. Lovejoy, 1067 tons and of 1000-M foot lumber capacity, was built at Seattle by the Ballard Shipbuilding Company for the Northwest Shipping Company of that port. She was powered with a compound engine of 600-hp from the Union Iron Works. In 1926 she was bought by the Crosby Fisheries of Seattle, who renamed her the *Salmon King*. She was laid up at San Francisco after her arrival from Bellingham in March, 1930, and was dismantled there in 1939.

Katia, 2239 tons, was built at Portland, Oregon, in 1918 by Kiernan & Kern for their ownership. Designed by J. H. Price as a steam schooner of 1500-M ft lumber capacity, she was originally to have been called the *John Kiernan*, and was engined with a second-hand set of 1400-hp, taken from an older vessel named the *Samson*. At her launch in February, 1918, she was christened the *Katia*, and she drops from registry within three years.

San Diego, 1487 tons, was built at Hoquiam by the G. F. Matthews Shipbuilding Company for the Hart-Wood Lumber Company, San Francisco. She carried 1600-M feet of lumber and was fitted by the Llewellyn Iron Works of Los Angeles with a triple expansion engine of 750-hp. In December, 1939, the sale of the *San Diego* to the Canadian Transportation Company of Vancouver was approved by the Maritime Commission, along with the *Whitney Olson* and *George L. Olson*; but it fell through, and the *San Diego* went back into the lumber trade.

1919

William Donovan, 2204 tons, was built at Seattle by the Elliott Bay Shipbuilding Company for Norwegian owners as the *Kirketind*. She had two 500-hp 8-cylinder Winton diesels driving her twin screws. In 1920 she was bought by the Donovan Lumber Company and renamed *William Donovan*, having a lumber capacity of 1600-M feet. She was laid up at Alameda in July, 1926, and was scrapped there in December, 1940.

1920

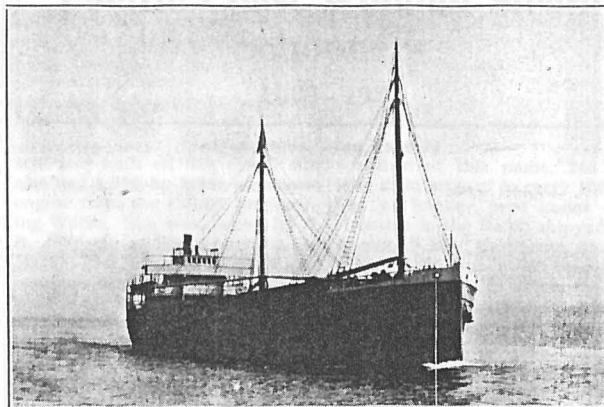
Anne Hanify, 1343 tons, was built by Kruse & Banks at North Bend, Oregon, for the J. R. Hanify Company, San Francisco. She carried 1500-M feet of lumber and was fitted by the Main Street Iron Works with a triple expansion engine of 1000-hp. The *Anne Hanify* was laid up at San Francisco in November, 1930, but was put back into service early in 1941.

Everett, 1751 tons, was built at St. Helens, Oregon, by the St. Helens Shipbuilding Company for the C. R. McCormick Lumber Company. With a lumber capacity of 1600-M feet, she is credited with being the largest wooden steam schooner built on this coast. Her engines were supplied by the Murray Iron Works of Dayton, Ohio—two 700-hp triple expansions driving twin screws. The *Everett* was lost through fire at Eureka, California, October 29, 1926.

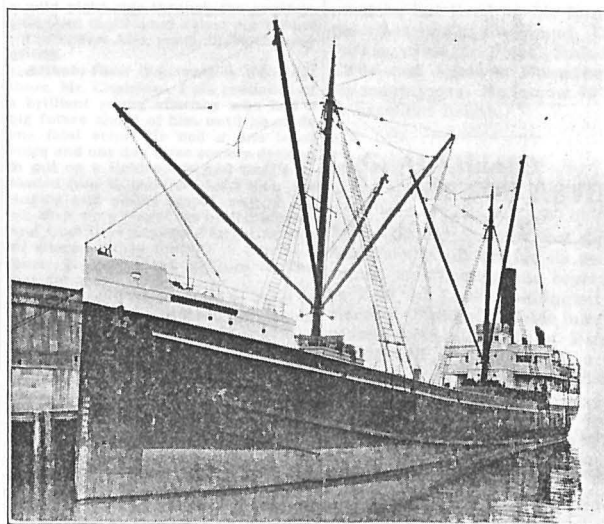
Forest King, 2246 tons, was built at Aberdeen, Washington, by the Grays Harbor Shipbuilding Company on a hull originally laid down there by the Grant-Smith-Porter Ship Co. for the Emergency Fleet Corporation. She was operated in the lumber trade along with the three "Forest" barkentines also built in the Grays Harbor shipyard, whose histories have already been given in The Marine Digest under the heading of sailing vessels built during World War I. All four vessels, as well as the shipyard, were owned by the Schubach interests of Seattle. The *Forest King* carried 1750-M feet of lumber and had a 1750-hp triple expansion engine built by Nordberg Manufacturing Co., of Milwaukee. She was later operated under various ownerships as the *Alice Tebb*. In February, 1940, the *Alice Tebb* was sold to the Wyman Lumber Co., who sent her around to Baltimore with a cargo from the Columbia River. Off Savannah, Ga., on the way up the East Coast, she ran into heavy weather and foundered September 28, 1940, the crew being rescued.

Pacific, 1240 tons, was built at North Bend by Kruse & Banks for their own account. She had a triple-expansion engine of 850-hp made by the Pacific Marine Iron Works of Portland, Oregon. When two years old she was bought by W. R. Chamberlin, San Francisco, who renamed her the *Barbara C.*, under which name and ownership

MENTIONED IN LYMAN LIST THIS WEEK



STEAM SCHOONER WILLIAM DONOVAN



STEAM SCHOONER ALICE TEBB, EX-FOREST KING

she was trading a couple of years ago.

Ryder Hanify, 1343 tons and of 1450-M foot lumber capacity, was also built by Kruse & Banks for the J. R. Hanify Co., San Francisco, who sold her in July, 1941, to Sudden & Christenson. She carried 1450-M feet of lumber and had a 1000-hp triple expansion engine from the Pacific Marine Iron Works, Portland.

Viking, 1210 tons, was built at Rolph, California, by the Rolph Shipbuilding Co., and according to the information at present available was laid down as the barkentine *Thomas Rolph*. She was completed as a barge under the Rolph ownership, and in 1922 was acquired by the G. E. Billings Company, fitted by the Main Street Iron Works with a triple expansion engine of 965-hp, and went into the coast lumber trade as the steam schooner *Viking*. She was sold in 1929 to Philippine owners.

1921

Quinault, 1138 tons and 1200-M foot lumber capacity, was built by the Matthews Shipbuilding Company at Portland, Oregon, for the Hart-Wood Lumber Company. She had a triple expansion engine of 625-hp, built by the Pacific Marine Iron Works.

1923

Daisy Gray, 1187 tons, was also built by Matthews at Portland. She carried 1250-M feet of lumber and was powered with a triple expansion engine of 750-hp, built by the United Engineering Works, Alameda. The *Daisy Gray* was owned by S. S. Freeman, San Francisco, who was still operating her a year or so ago.

Esther Johnson, 1014 tons and 1275-M feet lumber capacity, was also built by Matthews at Portland, and has the distinction of being the last wooden steam

(Continued on Page 7)

What the Wild Waves Say

By BEACH COMBER

Order, order! Gents, be seated! Our great and learned organization, the Society for the Rectification of Historical Data, is now in session, with Bre'r C. H. Carlander in ye chair. We are assembled on a beautiful, damp mudflat on the fair banks of the lovely blue Duwamish River, where that noble stream enriches the waters of Elliott Bay with muddy silt from the lowlands. Listen, gents! Bre'r Carlander speaks:

Carlander: Landmarks and stalwarts of our august society, we are assembled here this midnight hour to discuss the injustice that poets can do to great patriots. Tonight, we'll take up the case of that distinguished citizen and noble man, Paul Revere, and our fellow townsman, Bre'r Gift Euson of Sea-Tac will lead the discussion. (Cheers.) Gents, I present Bre'r Euson.

Euson: Fellow rectifiers, when we mention the name of Paul Revere, we immediately see a daring figure galloping through the night crying the alarm . . . to arms, to arms! H. Wadsworth Longfellow immortalized that ride and we thrill to his thrilling lines. We thrill to such a degree that to all of us Paul Revere has become merely a gent on a galloping horse. Yet, that was only one brief incident in a long life, and the poet has made it overshadow a great character and a long list of noble achievements. Bre'r Herbert Rhoda raises his hand. Wot's on the mind, Bre'r Rhoda?

Rhoda: It has just occurred to me that poets and dramatists have done the same injustice to many other eminent birds. For instance, they have played up the Antony and Cleopatra romance to such a degree that we forget Antony was once a swell military commander and an equally swell orator. We think of him now only as the guy who ruined himself for the sake of a gal with henna hair. And then there was Julius Caesar who has been played up by poets and dramatists as merely a mighty conqueror, and so the world forgets that Julius originated the first bankruptcy law. Bre'r Ralph Dyer raises his hand and I yield the floor to him.

Dyer: Mr. Chairman, may I not inquire what happened to a debtor before Bre'r Caesar put over his bankruptcy law?

Paul Carew: I understand that prior to the Caesarian law, the debtor became the slave of his creditor.

George Cary: And I suppose the creditor beefed forever after about the debtor's enormous appetite. Such is life! C. V. LaFarge: But what happened if there were more than one creditor?

Lindley Davis: Presumably they would not carve him up for souvenirs. Instead they would sell the poor guy and split the money.

Carlander: Order, order! Proceed, Bre'r Euson!

Euson: Fellow vipe . . . er, ahem . . . fellow rectifiers of history. I have lately read that new book, "Paul Revere and the World He Lived In," by one Forbes, and I must say it is a most enlightening book. It spills a lot of interesting dirt about colonial Boston but the dirt does not touch Paul Revere. He never soiled his name, even if Boston town was a hot baby in those days. For instance, the author informs us that "The amusements of rioting, drinking and going to

church were never denied the poor." (Cheers.) At the same time the author records that a Boston printer of that time died "from drinking cold water," a most unseemly ending for a Boston printer. But Bre'r Charles Pollock rises. Spill it, Bre'r Pollock!

Pollock: That reference to the privileges of the poor to riot, drink and go to church is most intriguing. Are we to infer those privileges were symbols of a trend toward democracy?

Ralph Johansen: There can be no privileges for any bird or any set of birds in a democracy if spelled with a small "d."

W. H. Rober: In that case, we can't praise democracy and pass around the privileges.

A. T. B. Shields: Bre'r Rober has made a remark of fathomless profundity.

Rupert Broom: But if Bre'r Rober's remark has no bottom, on what does it sit?

O. M. Lund: If it has nothing to sit on, then it differs from a ship.

Grenville Broom: Let's keep the record straight. A ship may have a bottom but you can't kick her in the seat of the pants. (Loud cheers.)

Cliff Stewart: Nor can you kick Bre'r Rober's remark in the seat of the pants. (Hear, hear!)

Carlander: Now, listen, you birds! We are not sitting tonight on this wet mudflat to discuss kicks administered to the seat of the pants. We are gathered in this learned assemblage to hear Bre'r Euson's report on Paul Revere. So proceed, Bre'r Euson.

Euson: Gents, as a result of the Longfellow poem, everybody in recent generations has overlooked the fact that the night ride on a galloping horse was only an incident in a great and useful life. The people of his day gave but little thought to it. Instead they thought of Paul Revere as the great patriot, the highly successful businessman, the eminent civic leader. Hear now the roll call on that noble man: He was the foremost silversmith of his day, turning out works of art that are treasured to this day. He was both artisan and artist. He established a foundry in which he cast cannon for Washington's army and in which he also cast bells and those bells alone would give him a place in history. He was also an engraver and his prints are still eagerly sought by art collectors. Moreover, he established a powder mill and turned out explosives for the Continental army. And, gents, wiggle an ear to this: He was the industrialist who discovered the secret of rolling copper and it was he who sheathed the bottom of Old Ironsides in that excellent metal. (Cheers.) He also sheathed many other ships. And on top of all this, Paul Revere practised dentistry, wiring many false teeth into the mouths of Boston notables. But in spite of his crowded, strenuous life and magnificent accomplishments, people now-a-days know of Paul Revere only as the man who could stay aboard a galloping horse on

also had a 750-hp triple expansion engine from the United Engineering Works. She was owned by A. B. Johnson, of San Francisco. In March, 1941, she had steering gear trouble just after leaving Grays Harbor for San Francisco, but was towed to Astoria by the Arthur Foss of the Foss Launch & Tug Company of Tacoma, and proceeded on her voyage a week later.

1924

Elizabeth J. Rolph. A steam

a wild night ride through the countryside. And that's what a poet did to him! Carlander: And, gents, that's the way of life.

Arthur Foss: You said a mouthful there, Mr. Chairman. I am reminded of a brilliant young attorney who had a big future ahead of him until he made one fatal error. He had a fine tenor voice and one day some society decided to put on a light opera and they persuaded him to take the lead role. His singing and acting scored such a big hit, they were played up by the papers. And from then on people forgot he was an attorney; they thought of him as a tenor. It took years for him to live that down.

Carl Winge: He could have lived it down sooner if he had started singing off key.

Ralph Jenkins: Quite so, and by the same token Paul Revere, after his famous ride, should have started falling off a horse at every opportunity, and then Longfellow couldn't have written that poem.

Ivar James: You never can tell. Remember the Prince who started his career by falling off horses, until it became a habit, and see what happened to him!

Paul Voinot: Fellow members, I move a vote of thanks to Bre'r Euson for his most excellent discourse.

Charles Markey: I second that motion; this has been a most instructive session, though since the tide started coming in, it has been somewhat uncomfortable for all of us, sitting here with the water now up to our shoulders.

(The Voinot-Markey motion was carried with a great roar and then the members of our society started swimming for Harbor Island.)

OLDTIMER VISITS

Capt. Herbert M. Parker, pioneer Puget Sound steamboat navigator, who retired years ago, visited Seattle this week. Since his retire-

Pacific Coast Wooden Steam Schooners

1884 - 1924

(Continued from Page 2)

schooner of this name, 240 feet long and designed to carry 1800 feet of lumber, was under construction in the Rolph shipyard in Humboldt Bay, California, in January, 1922; but work was suspended on her. When the schooner was acquired by the Hamme Lumber Company, the unfinished hull was launched to clear ways on June 9, 1924. No record has been found of the disposition of this hull.

(THE END)

C. G. AUXILIARY SET FOR REVIEW

The United States Coast Guard Auxiliary is all set for its second annual mobilization and review to be held on Lake Washington tomorrow (Sunday). Three hundred vessels from all parts of Puget Sound will participate and a review will be presented to the flotilla making the best showing.

Coast Guard headquarters in Seattle late last week received the following announcement from Canadian authorities in regard to Seymour Narrows, British Columbia: "The black topped buoy, located approximately 1,330 yards south of Ripple Rock, is visible in slack water, but may submerge at low tide with a strong tide. Buoy will be removed as soon as practicable."

Vessels of the McCormick Fleet, pioneers in the intercoastal and coastwise services, are now integral links in the Nation's wartime effort and while we cannot serve you directly as in past years, there will be a time when our ships return to resume handling your shipments with care and dispatch.

McCormick Steamship Company (Division of Pope & Talbot, Inc.) PIER 8, FOOT OF MAIN ST., SEATTLE ELIot 4630

Every War Bond you buy is a nail in Japan's coffin

FOSS TUGS ARE "ALWAYS READY"

TACOMA

SEATTLE

PORT ANGELES

BELLINGHAM

What the Wild Waves Say

By BEACH COMBER

Order, order! Gents, be seated! Our great and learned organization, the Society for the Rectification of Historical Data, is now in session, with Bre'r C. H. Carlander in ye chair. We are assembled on a beautiful, damp mudflat on the fair banks of the lovely blue Duwamish River, where that noble stream enriches the waters of Elliott Bay with muddy silt from the lowlands. Listen, gents! Bre'r Carlander speaks:

Carlander: Landmarks and stalwarts of our august society, we are assembled here this midnight hour to discuss the injustice that poets can do to great patriots. Tonight, we'll take up the case of that distinguished citizen and noble man, Paul Revere, and our fellow townsman, Bre'r Gift Euson of Sea-Tac will lead the discussion. (Cheers.) Gents, I present Bre'r Euson.

Euson: Fellow rectifiers, when we mention the name of Paul Revere, we immediately see a daring figure galloping through the night crying the alarm . . . to arms, to arms! H. Wadsworth Longfellow immortalized that ride and we thrill to his thrilling lines. We thrill to such a degree that to all of us Paul Revere has become merely a gent on a galloping horse. Yet, that was only one brief incident in a long life, and the poet has made it overshadow a great character and a long list of noble achievements. Bre'r Herbert Rhoda raises his hand. Wot's on the mind, Bre'r Rhoda?

Rhoda: It has just occurred to me that poets and dramatists have done the same injustice to many other eminent birds. For instance, they have played up the Antony and Cleopatra romance to such a degree that we forget Antony was once a swell military commander and an equally swell orator. We think of him now only as the guy who ruined himself for the sake of a gal with henna hair. And then there was Julius Caesar who has been played up by poets and dramatists as merely a mighty conqueror, and so the world forgets that Julius originated the first bankruptcy law. Bre'r Ralph Dyer raises his hand and I yield the floor to him.

Dyer: Mr. Chairman, may I not inquire what happened to a debtor before Bre'r Caesar put over his bankruptcy law?

Paul Carew: I understand that prior to the Caesarian law, the debtor became the slave of his creditor.

George Cary: And I suppose the creditor beefed forever after about the debtor's enormous appetite. Such is life!

C. V. LaFarge: But what happened if there were more than one creditor?

Lindley Davis: Presumably they would not carve him up for souvenirs. Instead they would sell the poor guy and split the money.

Carlander: Order, order! Proceed, Bre'r Euson!

Euson: Fellow vipers . . . er, ahem . . . fellow rectifiers of history, I have lately read that new book, "Paul Revere and the World He Lived In," by one Forbes, and I must say it is a most enlightening book. It spills a lot of interesting dirt about colonial Boston but the dirt does not touch Paul Revere. He never soiled his name, even if Boston town was a hot baby in those days. For instance, the author informs us that "The amusements of rioting, drinking and going to

church were never denied the poor." (Cheers.) At the same time the author records that a Boston printer of that time died "from drinking cold water," a most unseemly ending for a Boston printer. But Bre'r Charles Pollock rises. Spill it, Bre'r Pollock!

Pollock: That reference to the privileges of the poor to riot, drink and go to church is most intriguing. Are we to infer those privileges were symbols of a trend toward democracy?

Ralph Johansen: There can be no privileges for any bird or any set of birds in a democracy if spelled with a small "d."

W. H. Rober: In that case, we can't praise democracy and pass around the privileges.

A. T. B. Shiels: Bre'r Rober has made a remark of fathomless profundity.

Rupert Broom: But if Bre'r Rober's remark has no bottom, on what does it sit?

O. M. Lund: If it has nothing to sit on, then it differs from a ship.

Grenville Broom: Let's keep the record straight. A ship may have a bottom but you can't kick her in the seat of the pants. (Loud cheers.)

Cliff Stewart: Nor can you kick Bre'r Rober's remark in the seat of the pants. (Hear, hear!)

Carlander: Now, listen, you birds! We are not sitting tonight on this wet mudflat to discuss kicks administered to the seat of the pants. We are gathered in this learned assemblage to hear Bre'r Euson's report on Paul Revere. So proceed, Bre'r Euson.

Euson: Gents, as a result of the Longfellow poem, everybody in recent generations has overlooked the fact that the night ride on a galloping horse was only an incident in a great and useful life. The people of his day gave but little thought to it. Instead they thought of Paul Revere as the great patriot, the highly successful businessman, the eminent civic leader. Hear now the roll call on that noble man: He was the foremost silversmith of his day, turning out works of art that are treasured to this day. He was both artisan and artist. He established a foundry in which he cast cannon for Washington's army and in which he also cast bells and those bells alone would give him a place in history. He was also an engraver and his prints are still eagerly sought by art collectors. Moreover, he established a powder mill and turned out explosives for the Continental army. And, gents, wiggle an ear to this: He was the industrialist who discovered the secret of rolling copper and it was he who sheathed the bottom of Old Ironsides in that excellent metal. (Cheers.) He also sheathed many other ships. And on top of all this, Paul Revere practised dentistry, wiring many false teeth into the mouths of Boston notables. But in spite of his crowded, strenuous life and magnificent accomplishments, people now-a-days know of Paul Revere only as the man who could stay aboard a galloping horse on

Pacific Coast Wooden Steam Schooners

1884 - 1924

(Continued from Page 2)

schooner built on this coast. She also had a 750-hp triple expansion engine from the United Engineering Works. She was owned by A. B. Johnson, of San Francisco. In March, 1941, she had steering gear trouble just after leaving Grays Harbor for San Francisco, but was towed to Astoria by the Arthur Foss of the Foss Launch & Tug Company of Tacoma, and proceeded on her voyage a week later.

1924

Elizabeth J. Rolph. A steam

schooner of this name, 240 feet long and designed to carry 1800 feet of lumber, was under construction in the Rolph shipyard at Humboldt Bay, California, in January, 1922; but work was suspended on her. When the hull was acquired by the Hammer Lumber Company, the unfinished hull was launched to clear ways on June 9, 1924. No record has been found of the disposition of this hull.

(THE END)

a wild night ride through the countryside. And that's what a poet did to him!

Carlander: And, gents, that's the way of life.

Arthur Foss: You said a mouthful there, Mr. Chairman. I am reminded of a brilliant young attorney who had a big future ahead of him until he made one fatal error. He had a fine tenor voice and one day some society decided to put on a light opera and they persuaded him to take the lead role. His singing and acting scored such a big hit, they were played up by the papers. And from then on people forgot he was an attorney; they thought of him as a tenor. It took years for him to live that down.

Carl Winge: He could have lived it down sooner if he had started singing off key.

Ralph Jenkins: Quite so, and by the same token Paul Revere, after his famous ride, should have started falling off a horse at every opportunity, and then Longfellow couldn't have written that poem.

Ivar James: You never can tell. Remember the Prince who started his career by falling off horses, until it became a habit, and see what happened to him!

Paul Voinot: Fellow members, I move a vote of thanks to Bre'r Euson for his most excellent discourse.

Charles Markey: I second that motion; this has been a most instructive session, though since the tide started coming in, it has been somewhat uncomfortable for all of us, sitting here with the water now up to our shoulders.

(The Voinot-Markey motion was carried with a great roar and then the members of our society started swimming for Harbor Island.)

OLDTIMER VISITS

Capt. Herbert M. Parker, pioneer Puget Sound steamboat navigator, who retired years ago, visited Seattle this week. Since his retire-

ment he has lived on his farm on the other side of the Sound. Capt. Parker came to Puget Sound in 1866 and followed steamboating for many years. He is now 78 and in excellent health.

C. G. AUXILIARY SET FOR REVIEW

The United States Coast Guard Auxiliary is all set for its second annual mobilization and review to be held on Lake Washington tomorrow (Sunday). Three hundred vessels from all parts of Puget Sound will participate and a ceremony will be presented to the flotilla making the best showing.

Coast Guard headquarters in Seattle late last week received the following announcement from Canadian authorities in regard to Seymour Narrows, British Columbia: "The black topped buoy, located approximately 1,330 yards south of Ripple Rock, is visible in slack water, but may submerge at low water with a strong tide. Buoy will be removed as soon as practicable."

Vessels of the McCormick Fleet, pioneers in the intercoastal and coastwise services, are now integral links in the Nation's wartime effort and while we cannot serve you directly as in past years, there will be a time when our ships return to resume handling your shipments with care and dispatch.

McCormick Steamship Company
(Division of Pope & Talbot, Inc.)

PIER 8, FOOT OF MAIN ST., SEATTLE
ELIOT 4630

Every War Bond you buy
is a nail in Japan's coffin

FOSS TUGS ARE "ALWAYS READY"

TACOMA

SEATTLE

PORT ANGELES

BELLINGHAM

Pacific Coast Wooden Steam Schooners

1884-1924

ADDITIONAL DATA

By JOHN LYMAN

Maritime Research Society of San Diego

Before taking up the steel steam schooners of the West Coast, I have some corrections and additions to the list of wooden steam schooners that appeared in the Marine Digest last spring. The following items are due chiefly to the enthusiastic co-operation of Ensign J. P. Graham, U.S.N.R., of San Francisco, Mr. Carl Christensen of Eureka, and Cadet Harold Huycke of the schoolship Golden State. The notes are arranged chronologically by date of construction, as in the original list:

West Coast (1885) was wrecked at one of the outside ports when a blow came up and the lines could not be cast off in time.

Mendocino (1888) was wrecked on Humboldt Bar. Mr. Christensen reports that a small portion of her bottom is still visible on the beach near the new Naval Base on Humboldt Bay.

Weott (1893) was also wrecked on Humboldt Bar, and her bones lay near the South Jetty for many years.

Alliance (1896) was omitted from the list of steam schooners, although she started out in the lumber trade. She was built at Fairhaven, California, in 1896 by H. D. Bendixsen for W. A. Mitchell of San Francisco, who later owned the fleet of "Daisys." She had a 640-hp triple expansion engine from the Fulton Iron Works and grossed 679 tons. In 1901 she was acquired by George D. Gray, in 1903 by the California & Oregon Coast Steamship Company, in 1914 by the North Pacific Steamship Company, and in 1918 by the Gulf Mail Steamship Company, all of San Francisco. In her later days she was a passenger carrier, with her tonnage increased to 916 gross, and a lumber capacity of only 350-M feet. She was scrapped about 1927.

Charles Nelson (1897), together with the **Nome City** (1900), the **Mukilteo** (1915) and the **Port Angeles** (1916) never sailed under Russian ownership, but were all scrapped at Antioch about 1926.

Alice Gertrude (1898) was a passenger steamer, not a lumber carrier, and does not properly belong in a list of steam schooners.

San Antonio ex-Grace Dollar (1898) was sold to Mexican owners about 1930.

San Pedro (1899) was sold in 1920 to Philippine owners and was still listed there as late as 1937.

Coronado (1900) burned off Eureka. The hulk was taken in tow

by the steam schooner Hoquiam, later sinking as previously stated.

Eureka (1900) was a passenger carrier, not a lumber vessel, as was the **John S. Kimball** of the same year.

Gualala (1901) was renamed **Cleone** about 1914 and not in 1925.

Bertie M. Hanlon ex-Marshfield (1901) is now part of a breakwater at the yacht harbor at Point Richmond, San Francisco Bay, along with the **Annie Christenson ex-Shna Yak** (1907) the **Carlos** (1908), the **Siskiyou** (1912), the **Jane Nettleton, ex-Lucinda Hanify** (1917) and the **Salmon King ex-H. B. Lovejoy** (1918).

Aurelia (1902) was sold to South American owners about 1920.

Redwood City (1902) was sold to Mexican owners and renamed the **Manuel Espinosa**. Mr. Graham reports that she foundered just outside of the Golden Gate a few months ago.

Clallam (1903) was another passenger vessel, not a lumber carrier.

Elizabeth (1903) was sold to Mexican owners about 1941.

Northland (1904) was raised after being sunk in 1927 and was left to go to pieces on the mud of Oakland Outer Harbor.

Johan Poulsen (1905) was sold in 1934 to T. A. Berg & Co., Seattle, who renamed her the **Evelyn Berg**. In 1935 she was owned by the Ketchikan Transportation Co. there, and in 1936 became the **Chatham of the Alaska Transportation Co.** A couple of years ago she got ashore on the Alaska run, and was towed to Seattle, where her engine and fittings were removed. Her hull is now at Ballard.

Sotoyome (1905) was burned December 7, 1907, off Eureka, bound with lumber from Bandon, Ore., to San Francisco. The survivors were picked up by the **Lakme**.

Berkeley was definitely built in 1907, according to an account unearthed by Mr. Huycke. She went into service in April, 1907, and was lost by fire November 14, 1907, 15 miles off Gaviota, on the southern California coast. The hull later drifted ashore as previously stated.

Daisy Freeman (1906) was not wrecked; but went to pieces in Oakland Creek.

Tamalpais, after being ashore at Moss Landing on Monterey Bay, was sunk at Santa Cruz, and eventually raised and towed to San Francisco for scrapping. She was then under the ownership of the **Hammond Lumber Company**.

Yosemite (1906) was lost through fire and explosion, her hull coming ashore at San Francisco just south of Seal Rocks.

Rover should be added to the list of steam schooners built in 1906. She was built on Coos Bay for the Loop Lumber Company, and her engines came from the United Engineering Works; but no further data are at present available.

R. D. Inman (1907) was also owned by the Loop Lumber Company. She was lost on the Marin Coast in March, 1909, her master having mistaken a beach fire for a ship in distress and turned in toward shore.

Shasta (1908) ended her days as a whaling station, beached at Point Reyes.

Multnomah (1912) was scrapped on the Columbia River about 1929, after becoming waterlogged.

Necanicum (1912) was scrapped about 1932 at Benicia, where her hull lay for several years.

Mary Olson (1913) was lost near Cuba about 1918.

Willie A. Higgins should be added to the list of steam schooners. According to Mr. Christensen, she was built about 1913 at Hoquiam, Wash., for C. H. Higgins. No further particulars are available.

Wilmington (1913) foundered in 1930 without loss of life, and her hull came ashore near Samoa in Humboldt County, California.

Ernest H. Meyer (1917) was scrapped on the Columbia River about 1930.

Frank D. Stout (1917) was fitted with a pair of 320-hp triple expansion engines driving twin screws, in place of the diesels originally planned.

Sierra (1917) was, indeed, the same vessel later used as a fishing barge at White's Point.

Viking (1920) blew up in the Philippines, killing about 13 of the crew.

James Rolph III was the name of

the steam schooner launched at the Rolph shipyard at Humboldt Bay in 1924. She was towed to the Moore Shipyard at San Francisco, where she lay for many years; and eventually rotted away at Antioch. In the list of sailing vessels built during World War I, it was stated that the **James Rolph III** had been intended for a barkentine, but Mr. Christensen identifies her as the steam schooner hull.

Editorial

THE average American family is rather troubled by recurrent displays of dissension and backbiting in Congress and in Federal departments and bureaus in home front affairs. The armed forces from top to bottom are giving us an inspiring example of team work; they are cooperating 100 per cent in their joint efforts to crush the uncalculated for, unjustifiable and dirty attack made on our Republic by the unspeakable Nazi and the equally unspeakable Jap. Our Navy and Army are as a unit in waging the war to preserve the United States and the freedom of the world. If we had the same kind of team work in home front affairs, we would be moving much more quickly to victory.

One of the things that perplexes the average American family at the present moment is the extreme differences of opinion at Washington, D. C., over the renegotiation of war contracts in the industrial field. Government agencies claim they have effected a saving of four billion dollars to date by the renegotiation of contracts. That claim is promptly disputed at Congressional committee hearings where it is testified that the saving will be less

(Continued on Page 8)

IMPORTED
PORTUGUESE
BRANDY

Aged
IN OAK CASKS
before
BOTTLING



Imported by Parrott & Co., Seattle, Washington

